B. F. TAYLOR,
Stevedore.
Tighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1446. 光緒二十六年正月十七日 FRIDAY, FEBRUARY 16, 1900. 五拜禮 香港英二月十六號 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 12,000,000
CAPITAL UNCALLED..... „ 12,000,000
RESERVE FUND ..... „ 7,500,000

Head Office:—YOKOHAMA.
Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „
S. CHOH,
Hongkong Manager.
Hongkong, 4th January, 1900. [11

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.
Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq, Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
David Meyer Moses, Esq.
E. Goetz, Esq. | A. J. Raymond, Esq.
A. Haupt, Esq. | R. L. Richardson, Esq.
The Hon. J. J. Keswick. | P. Sachse, Esq.
A. McConachie, Esq. | R. Shewan, Esq.
CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
THOMAS JACKSON,
Chief Manager.
Hongkong, 24th January, 1900. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.
Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.
Branches and Agencies.
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. SWATOW.
FOOCHOW. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „
E. W. RUTTER,
Acting Manager.
Hongkong, 1st February, 1900. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000
INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months....4 per cent.
„ „ „ 6 „ ....3½ „
„ „ „ 3 „ ....2½ „
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [13

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.
$4.50 Per Cask of 375 lbs. Net ex Factory.
$2.80 „ Bag of 250 lbs. „
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th February, 1900. [31

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

—(:o:)—

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c...	*Bengal**	S. Barcham	Noon, 17th Feb.	Freight or Passage.
JAPAN	*Rohilla*†	S. de B. Lockyer, R.N.R.	About 17th Feb.	Freight or Passage.
SHANGHAI ...	*Coromandel*...	F. W. Vibert, R.N.R.	About 17th Feb.	Freight or Passage.
LONDON	*Canton*	C. F. Lockstone, R.N.R.	About 22nd Feb.	Freight or Passage.
S'HAI & JAPAN	*Java*	G. W. Gordon, R.N.R.	About 24th Feb.	Freight or Passage.
KOBE	*Candia*	W. H. Haughton, R.N.R.	About 3rd Mar.	Freight only.
MARSEILLES & LONDON DIRECT. (Without Transhipment).	PARRAMATTA		31st March	Freight or Passage.
	MASSILIA		14th April	

* (See Special Advertisement). † (Passing through the Inland Sea).

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 8th February, 1900. [5

IMPERIAL GERMAN MAIL LINE.

—:o:—

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, AMSTERDAM, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
OLDENBURG	WEDNESDAY, 21st February.
BAYERN	WEDNESDAY, 7th March.
STUTTGART	WEDNESDAY, 21st March.
KONIG ALBERT	WEDNESDAY, 4th April.
WEIMAR	WEDNESDAY, 18th April.
PRINZ HEINRICH	WEDNESDAY, 2nd May.
PREUSSEN	WEDNESDAY, 16th May.
HAMBURG	THURSDAY, 14th June.
SACHSEN	THURSDAY, 28th June.
OLDENBURG	THURSDAY, 12th July.
BAYERN	THURSDAY, 26th July.
STUTTGART	THURSDAY, 9th August.
KONIG ALBERT	THURSDAY, 23rd August.
WEIMAR	THURSDAY, 6th September.
PREUSSEN	THURSDAY, 6th September.

ON WEDNESDAY, the 21st day of February, 1900, at NOON, the Steamship "OLDENBURG," of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES, GENOA and AMSTERDAM.
Shipping Orders will be granted till NOON, on MONDAY, the 19th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 20th February.
No Parcel Receipts will be signed for less than $2.50 Contents of Packages are required.
Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 13th February, 1900. [22

HONGKONG HOTEL.
NEW ROOMS
At Moderate Daily Rates.
[3

MUSICAL INSTRUMENTS.

—:o:—

VIOLINS, GUITARS, CORNETS,
CELLOS, BANJOS, TROMBONES,
MANDOLINES, GUITARRAS, EUPHONIUMS,
MANDOLAS, ZITHERS, CLARINETS, &c.
LANE, CRAWFORD & Co.
[21

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—
THE VICTORIA DISPENSARY,
HONGKONG.
[26]

Intimations.

THE NATIONAL TENSION
THAT THE
RELIEF OF LADYSMITH
WILL REMOVE, IS NOTHING TO THE RELIEF YOU WILL EXPERIENCE BY TAKING
BALSAMIC
COUGH LINCTUS.

SOLE PROPRIETORS:
Watkins, Limited,
66, QUEEN'S ROAD CENTRAL, HONGKONG.
[16

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

—:o:—

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.
17]

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.
A. MOIR,
Manager.
CITY OFFICE, 7, Duddell Street.
Hongkong, 31st October, 1899. [18

Telephone 76.

AQUARIUS.

"The Latest thing in Mineral Waters that we have happened upon is "AQUARIUS." We have tried it plain, we have tried it with Whisky, and have nothing but good to say of it."
"MAN OF THE WORLD," LONDON.
CALDBECK, MACGREGOR & Co.,
AGENTS,
AQUARIUS COMPANY.
15, Queen's Road.
Hongkong, 20th January, 1900. [15

BLATZ BEER
MIGHT BE EQUALLED BUT CANNOT BE SURPASSED.
Per Cask of 10 dozen Pints $25
SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 3rd February, 1900. [20

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [21

For Sale.

FOR SALE.
PARTIALLY DECKED CENTRE BOARD YACHT *GEISHA*. Length over all 20' 6", Water Line 17' 3", Beam 5'. All Lead Ballast. At present in cruising order.
For Particulars, apply to
"X,"
c/o This Office.
Hongkong, 26th January, 1900. [116b

To be Let.

TO LET.
"HARFORD." MAGAZINE GAP.
GROUND FLOOR, 52, PEEL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th November, 1899. [12

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation, will be held at the CITY HALL, Hongkong, TO-MORROW, the 17th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.
By order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 16th February, 1900. [105b

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Registers of Shares of the Corporation will be CLOSED from SATURDAY, the 3rd to the 17th day of February, (both days inclusive), during which Period NO Transfer of Shares can be registered.
By order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 16th February, 1900. [106b

NOTICE is hereby given that the SANITARY BOARD will distribute RAT TRAPS on Loan, Free of charge, to all Householders who may apply for them, or if preferred, will supply Bird Lime and Boards, to be used for the purpose of catching Rats in Houses and Godowns within the City of Victoria.
A REWARD of Two Cents will be paid for each Rat (however caught), whether Dead or Alive.
By Order of the Sanitary Board,
C. W. DUGGAN,
Secretary.
Sanitary Board Office,
Hongkong, 6th February, 1900. [174b

SANITARY BOARD.

OWNERS of Houses situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon, who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the Period during which the work should be FINISHED ends on the 28th day of February, 1900, and the Sanitary Board being convinced of cleanliness in its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after the above named Date.
The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that Part of the Kowloon Peninsula to the East of Robinson Road and includes Hung Hom and Part of Tsim Sha Tsui.
By Order,
C. W. DUGGAN,
Secretary.
Hongkong, 6th February, 1900. [173b

HONGKONG JOCKEY CLUB.
RACE MEETING, 1900.
TUESDAY, WEDNESDAY & THURSDAY, the 20th, 21st and 22nd February.
TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD. PRICE $5 for the Meeting.
TICKETS for the Day may be purchased at the Gate; PRICE $2 each.
No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th February, 1900. [207b

HONGKONG JOCKEY CLUB.
THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 20th, 21st and 22nd instant.
An Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which may be had on Application by Members to the Undersigned; said Tickets must be produced to gain Admission.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th February, 1900. [208b

HONGKONG JOCKEY CLUB.
NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Day *without Tickets*, which can be had on Application to the Undersigned.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th February, 1900. [209b

To-day's Advertisements.

TREASURY.

TENDERS for SPECIE—MEXICAN DOLLARS, Current in this Colony, and weighing 7.17., in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Officer in Charge of H.M. Treasury, until 11 A.M., on THURSDAY, the 22nd instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in Charge of H.M. Treasury, and endorsed "Tenders for Treasury Bills."

The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES, Colonel,
T. C. Officer, China.

Her Majesty's Treasury Office,
Queen's Road.
Hongkong, 15th February, 1900. [215b

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain Blakland, will be despatched for the above port, TO-MORROW, the 17th instant, at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 16th February, 1900. [180b

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Passmore, will be despatched for the above Ports, on SUNDAY, the 18th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 16th February, 1900. [216b

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th February, 1900. [217b

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on WEDNESDAY, the 28th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th February, 1900. [218b

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"OOPACK,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 23rd instant, at Noon will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-MORROW, the 17th instant.

JARDINE, MATHESON & Co.,
Agents.
Hongkong 16th February, 1900. [219b

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship

"FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo:—

From Trieste, ex S.S. *Imperatrix* transhipped at Bombay.

From Venice, ex S.S. *Massimiliano & Carlotta* transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 16th February, 1900. [175b

To-day's Advertisements.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 16th February, 1900 [176b

HONGKONG RIFLE ASSOCIATION.

SPOON COMPETITION.

TO-MORROW (SATURDAY), the 17th instant, at 3.45 P.M.

Ranges.—200, 500 and 600 yards.

MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hongkong, 16th February, 1900. [1

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

	Per Case Duty Paid.
A.—THORNE'S BLEND, White Capsule	$10.80
B.—WATSON'S GLENORCHY MELLOW—BLEND—Blue Capsule, with Name and Trade Mark	10.80
C.—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with name and Trade Mark	12.00
D.—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES. Violet Capsule	14.10
E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY. Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 16, 1900.

REUTER'S TELEGRAMS.

REUTER'S SERVICE.

THE WAR.

Cape Colony.

LONDON, February 14th.

Reuter's Correspondent at Rensberg, 13th inst. says that under the pressure of a strong force of Boers who have mounted guns on Bastard's Nek, which commands the surrounding Country, the British have evacuated every post to the Westward of Rensberg, including Coleskop.

The Re-Inforcements.

The eighth division ordered dry clothing equipment immediately for South Africa (sic.)

Orders have been received at Woolwich for the despatch to South Africa of several batteries of Maxims and Nordenfeldts.

Fighting at Rensberg.

The *Daily Mail* correspondent at Rensberg says that severe fighting has occurred with heavy losses on both sides, and that it is doubtful if it will be possible to hold Rensberg.

HONGKONG VOLUNTEER GAZETTE SERVICE.

THE WAR.

Natal.

LONDON, February 15th

A despatch from General Buller, dated Chievely Camp 13th instant, reports an outpost skirmish at Springfield at which the Boers opening a heavy fire on the 1st Dragoon guards, the squadron had to retire with Lieut. the Hon. Hamilton-Russell and five men wounded and with Lieut. Pilkington and six men captured. The report also says that Col. Dundonald with 700 cavalry, a battery of artillery, and the Welsh Fusiliers reconnoitred the high ground which the enemy has been in the habit of visiting and which, on the arrival of the force, the Boers evacuated, losing two men. On the British eventually retiring, however, the enemy opened a heavy rifle which wounded six men.

The Cape Colony.

General Hannay with a brigade of Mounted Infantry on the 11th inst. marched from the Orange River station to Ramah and fought a slight engagement *en route* losing 4 killed, 22 wounded and 13 missing.

General French's operation at Modder River was a brilliant achievement considering the excessive heat and the blinding dust. Four officers and fifty three men were prostrated by the heat.

DELAY ON TELEGRAMS FROM ENGLAND.

The Manager of the Joint Telegraph Coys. courteously informs us that there is considerable delay to-day on Telegrams from England and beyond owing to snowstorms having damaged the land-wires in the South of England.

WEATHER REPORT.

The Observatory report says:—

On the 16th at 11.15 a.m. the barometer has risen in Japan, and is inclined to fall on the China coast. Pressure is high over N.E. China, with moderate to rather steep gradients and strong monsoon on the coast. FORECAST:—Strong to fresh N.E. winds; cloudy, probably some rain.

LOCAL AND GENERAL.

THE sixth Annual Dinner of the Hongkong Football Club will be held on Saturday, March 24th.

THE Football Shield and eleven gold medals are now on view at Messrs. Falconer & Co., Queen's Road Central. The medals are shield shaped, of fifteen carat gold, and will form a worthy memento of the competition.

THERE will be a match to-morrow, between the Engineers E. C. and H.M.S. *Victorious* F. C. at Causeway Bay. Kick-off at 4 p.m. The following will play for the Engineers:—G. Moore, Lapsley, Dyer, Ritchie, Wilson, Trichy, Duncan, Smillie, Noble, Blades, and Herton.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel, to-morrow Saturday evening, from 8 p.m. to 9.30 p.m.:—

PROGRAMME.

1. March ..... "Royal Leal" ..... Sousa.
2. Overture ..... "Aroldo" ..... Verdi.
3. Valse ..... "Poupée Ball" ..... Elliot.
4. Selection ..... "Reginetta di Poveri" ..... Poughon.
5. Intermezzo ..... "Embria" ..... Andre.
6. Polka ..... "Old China" ..... Bucalossi

"God Save The Queen."

IT will be remembered that some time ago a private in the Royal Welsh Fusiliers, while employed as a special constable and executing an opium warrant, was set upon, being obliged to use his revolver in self defense. The proceedings in connection with this have been lasting for the last two months. To-day at the Magistracy two Chinamen who were charged with having been the cause of the disturbance, were convicted and sentenced to six months' imprisonment with hard labour.

TO-MORROW afternoon, on the Happy Valley, in the Semi-finals for the Hongkong Football Challenge Shield "B" Company of the Royal Welsh Fusiliers, will play "H" Company of the same Regiment. Kick-off at four o'clock. Referee—Mr. Looker. The Shield Committee has decided that as far as possible in the Semi-finals and Final neutral linesmen shall be selected. The public will be admitted to the Club Stand at fifty cents each. Ladies free. Members of the Hongkong Football Club desiring admission to the Grand Stand must either present the usual member's ticket or a fifty cents ticket. Tickets will be sold at entrance.

THEATRE ROYAL

"THE YEOMEN OF THE GUARD."

Last night the Amateur Dramatic Club gave their second performance of "The Yeomen of the Guard" at the Theatre Royal, City Hall. The house was crowded, the audience being much larger than on the first night and apparently more sympathetic, though Hongkong audiences are not much given to enthusiasm.

Mrs. Campbell, though not fully recovered from her indisposition, was in much better voice and her songs were heard to more advantage than on Monday night, the bursts of applause which came at the end of each of the songs being fully deserved.

Dame Carruthers, in the person of Mrs. Ross, was again excellent, and why Sergeant Meryll should consider himself badly used in being wooed by such a buxom dame we utterly fail to see, unless indeed, his previous matrimonial experiences were unpleasant. This scene is, perhaps only second to the one where Phœbe cajoles the jailor. The mingled coyness and daring of the elderly spinster seeking a husband is capitally pourtrayed by Mrs. Ross and her joyful little dance at the conclusion of the duett is most amusing. There were many amongst the audience last night who regretted that an encore was denied them.

The scene where Shadbolt, aided by Point, *to save his own skin, purports to have seen* Colonel Fairfax escaping and to have "despatched him, through the head, with an ounce or two of lead" was a well rehearsed effect, both chorus and principals working well together. The wrangling between the two as they tell their concocted tale of death was particularly funny and kept the audience bubbling over with merriment all through the song, while their consternation on being informed that the river must be dragged and the body recovered was ludicrous. Certainly the weapon produced looked murderous enough and capable of slaying a whole regiment—or the firer.

Master Bertie Sayer does his little run round with Point well, and the young monkey seemed to thoroughly enjoy the small part given him. The kick at the end of the chase is most realistic and we felt quite sorry to think of what the little chap's sufferings must have been after it.

Taken as a whole the piece seemed to go with more of a swing than on Monday last; at any rate there is no gainsaying the fact that it is very well staged and capitally acted and is well worth seeing.

THE FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The following are the resolutions framed by the General Committee of the Hongkong Chamber of Commerce to be submitted for approval to the Organising Committee of the above Congress, reference to which was made in the minutes of the last monthly meeting:—

RESOLVED.

1.—That the manner in which the Inland Waters Navigation Regulations have been interpreted by the officials of the Chinese Government being such as to render the right to run steamers on the West River and other Inland Waters an almost valueless concession, the Secretary of State for Foreign Affairs be asked to open special negotiations with the Chinese Government in order to obtain a construction of these regulations more in accordance with the terms of the original Agreement.

2.—That the time has arrived when the Tariff of Rates for Telegrams on all lines, land and submarine, should be materially reduced, and that representation to this effect be made to Her Majesty's Government, the International Telegraph convention at Berne, and the Telegraph Companies concerned.

3.—That in consequence of the rapid increase in the numbers, tonnage, and speed of steamers employed in the trade, and the frequent discovery in some tracks of sunken rocks not recorded on existing charts, the fact should be brought to the notice of Her Majesty's Government that it is necessary to have made, with as little delay as possible, a thorough re-survey of the navigable channels and coast lines in Eastern Seas.

LEGISLATIVE COUNCIL.

As will be noticed from our yesterday's report of the Council Meeting, Mr. A. W. Brewin the newly appointed member took the oath and was admitted to a seat.

The following papers were laid on the table by the Acting Colonial Secretary "Protest by the Hon. T. H. Whitehead against 'The Summoning of Chinese Ordinance' (No. 40 of 1899), and the Colonial Secretary's Memorandum thereon." "Despatches Relative to the Salaries of officers in the Government Service." "Report of the Director of the Observatory for 1899." "Secretary of State's Despatch on the subject of short-period Leases of Crown Lands." "Papers on the subject of the Jubilee Road round the Island." "Report of the Po Leung Kuk Society for the year ending 31st December 1899."

Dr. Ho Kai rose to a point of order concerning the protest made by the Hon. T. H. Whitehead. He presumed that the memorandum was laid on the table under Section 32 of the Standing orders in Council, the honorable member not being present to raise his objections.

The Hon. T. H. Whitehead said they had been laid on the table at his own initiative.

H. E. Governor spoke in support of the honourable member saying that as the honourable member was not present when the bill was passed, he had sent in in his protest to the Colonial Secretary, at whose suggestion, in which H. E. concurred, the protest had been laid on the table for the information of the Council. This course would save a lengthy protest being sent to the Secretary of State without being first seen by the Council. He did not, therefore, consider that the subject was one for discussion.

The Hon. Dr. Ho Kai said he did not wish to discuss the papers, but as a representative of the Chinese he wished to give an explanation.

H. E. Governor said in that case the Council would be pleased to hear the explanation.

The Hon. Dr. Ho Kai said that he had not been consulted on the matter of the protest, which he had not seen until last Friday afternoon, when a copy had been sent to him by the hon. member for the Chamber of Commerce. It was a well known fact that since the passing of the ordinance both before and up to the present time, neither he nor his collegue had received a single protest from the Chinese community nor had they seen this protest. The hon. member in putting in this protest had not stated whether he protested on behalf of the Chinese community or as their representative in the Chamber of Commerce. The speaker would like to know which section of the Chinese he was protesting for. The hon. member had a perfect right to protest but as representatives of the Chinese, he considered that they (The Hon Wei A Yuk and himself) ought to have been consulted.

The Hon. T. H. Whitehead said he made the protest as a member of the Council. He had been appealed to by a number of the leading substantial Chinamen, he had gone into the subject thoroughly and considered it his duty to make the protest, which speaks for itself.

The matter then dropped.

The Director of Public Works laid upon the table reports of the proceedings of the Public Works Committee.

The Hon. T. H. Whitehead asked three questions receiving the answers as reported last night.

The subject of the contribution of $50,000 to the South African Fund (as reported) was then decided.

After the orders of the day had been dispatched the Council adjourned until the 1st March.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Acting Colonial Secretary presiding.

CHAIR SHELTER.

The Chairman—The first vote is one in which the Governor recommends the Council to vote a sum of four thousand and three hundred dollars ($4,300) to meet the expenditure for the erection of a Chair Shelter at the Peak.

This was passed.

The Chairman—The next vote is one in which the Governor recommends the Council to re-vote the sum of five thousand dollars ($5,000) in aid of the vote "Public Latrines."

The Directors of Public Works pointed out that this had apparently been duplicated in Financial Minute No. 4.

The minute was then withdrawn.

WORKS IN THE NEW TERRITORY.

The Chairman—The next is that *the Governor recommends the Council to re-vote the sum* of eighteen thousand five hundred and twenty-five dollars and fifty-two cents ($18,525.52) to cover the expenses incurred by the Public Works, Department in connection with the works, &c., in the New Territory.

The above being the unexpended balance of the sum previously voted.

This was passed.

EXTRAORDINARY PUBLIC WORKS.

The Chairman.—The Governor recommends the Council to re-vote the following sums being unexpended balances of the votes for 1899 under the heading "Extraordinary Public Works:—

1—Public Works Department Store	$ 4,064.86
2—Disinfector Station, &c.	1,597.84
3—Public Latrines	5,000.00
4—City of Victoria, Water Works, &c.	19,637.20
5—Quarters for Gaol Staff	4,000.00
6—Electric Lighting Government House	685.50
7—Pokfulum Conduit Road	3,768.76
Total	$38,754.20

This was passed.

STORM WATER NULLAH.

The Chairman—The Governor recommends the Council to vote a sum of eight thousand and two hundred dollars ($8,200) to meet the expenditure for extending the large storm-water nullah at Yaumati, north of the Pumping Station.

This was carried.

THE NEW TERRITORY

The Chairman—The money voted being insufficient this is now asked for. It does not exceed the original estimate. The Governor recommends the Council to vote a sum of seven thousand dollars ($7,000) to cover expenses incurred in the New Territory for the current year.

This was passed, and concluded the business.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon. There were present:—The President (Dr. Atkinson, Principal Civil Medical Officer) who occupied the chair, Mr. F. J. Baddely (Acting Captain Superintendent of Police), the Hon. R. D. Ormsby (Director of Public Works), Dr. Clark (Medical Officer of Health), Messrs. J. Mckie, E. Osborne Chan A Fuk, Fung Wa Chuen, and Mr. Duggan (Secretary).

THE PROPOSED SANITARY TRUST.

The papers, as published in yesterday's issue were placed on the table, and come up for consideration at the next meeting of the Board at the proposal of Mr. E. Osborne who said that he hoped the newspapers would give the scheme full publicity so that they might have the benefit of public opinion. As the responsibilites involved were very large and the scheme had only been in their hands for the previous few days, he considered it would be advisable to postpone debate on it for a fortnight.

Carried.

THE CONDITION OF NO. 2 HEALTH DISTRICT.

The Select Committee (Messrs. May, Osborne, and McKie) reported on the 8th February that they had inspected portions of No. 2 Health District, Sanitary Inspector McKenzie accompanying them. The report concludes:—"We visited the Wanchai Market, which is in our opinion inadequate for the requirements of the population. Taken as a whole the district was not as clean as it should be. The district has the advantage of being largely composed of two-storeyed buildings, but as these buildings are old we fear they will soon be replaced by buildings of at least three storeys in height. We only noticed one latrine in the portion of the district traversed by us, and it was obviously much too small for the necessities of the dense population surrounding it. The whole district apparently wants lime washing."

The Secretary minuted:—"This district is in course of being lime-washed although but slow progress is being made, as only 22 houses out of 1,500 have been done in five weeks."

Dr. Hartigan minuted:—"Report shows a most unsatisfactory state of things still."

The Hon. R. D. Ormsby proposed that a copy of the report be forwarded to the Government.

Mr. Osborne seconded, and the motion was carried.

On the motion of the President, seconded by the Hon. R. D. Ormsby, Messrs. Badeley, McKie, and Osborne were appointed a select committee.

RINDERPEST MR. LADD'S REPORT.

The select committee appointed to enquire into Mr. Ladd's report on Rinderpest in the New Territory and its prevention by inoculation (as already published) reported favourably on the scheme. On the motion of the President, seconded by Dr. Clark, it was decided to forward the report to the Government with a recommendation for its adoption.

DRAINAGE PLANS.

Mr. Drury's report came up for consideration, the Hon. R. D. Ormsby suggesting that Mr. Drury be asked to try and arrange the matter without altering the Ordinance. It was decided that it should remain in obeyance for the present.

MORTALITY STATISTICS.

The death rate for the Colony of Hongkong for the week ended January 27th was 21.8, against 23 for the previous week and 17 for the corresponding weeks last year. The rate for the following week was 19.8, against 14.6 for the corresponding week last year.

The deaths in Macao for the week ended 21st January numbered 44 (including three from bubonic plague). The deaths for the following week numbered 54 (including two from plague).

This was all the business.

HONGKONG & WHAMPOA DOCK CO., LD.

The following is the report of the Board of Directors to the ordinary yearly meeting of shareholders, to be held at the Offices of the Company, Queen's Buildings, New Praya, Hongkong, on Monday, the 26th February, at 3 p.m.:—

To the Shareholders of the Hongkong and Whampoa Dock Company, Limited.

GENTLEMEN,—The Directors have now to submit to you their Report, with a Statement of Accounts for the half-year ended 31st December, 1899. The net profit for the six months, after paying interest due and all charges, amounts to $459,866.74

To which has to be added the balance brought forward from last Account 365,894.42

$825,671.16

and from this have to be deducted—

Directors' Fees	$7,000.00
Auditors' Fees	750.00
	7,750.00

Leaving available for appropriation.. $817,921.16

The Directors recommend that a dividend for the half of 8 % or $125,000, and a bonus of 12 % or $187,500 aggregating $312,500, be paid to the Shareholders, a bonus of $20,000 to Contributing Shareholders bonus of $25,000 to the European staff of the Company, that $70,029.89 be writen from the value of Kowloon Docks, $50,021.91 from Cosmopolitan Docks, and the balance $340,369.36 be carried to the new account.

The returns of the past year, taken as a whole, have been the most favourable with regard to the volume of work done and the profit made that the Company has so far experienced, but to get through such a vast amount of work it was found necessary to keep the machines at both the Kowloon and Cosmopolitan establishments running practically night and day.

The extension and reconstruction of our workshops referred to in our last report are now well in hand and this work will be completed as early as circumstances will permit; the great want of accommodation in our workshops and the lack of machine tools to cope with the demands made upon our resources are being more acutely felt every half-year.

DIRECTORS.

The Hon. J. J. Keswick having left the Colony, the Hon. J. J. Keswick has been invited to the vacant seat on the Board; this appointment requires to be confirmed at this meeting.

In accordance with clause 60 of the Articles of Association, Messrs. N. A. Siebs and A. Haupt retire by rotation, but, both being eligible, offer themselves for re-election.

The Hon. J. J. Keswick has been appointed Chairman for the year 1900.

AUDITORS.

The accounts have been audited by Messrs. Thomas Arnold and Fullarton Henderson, the latter acting for Mr. S. Godfrey Bird, who is absent from the Colony on leave of absence. The Directors recommend Messrs. Arnold and Bird for re-election.

E. S. WHEALLER,
Chairman.
Hongkong, February 15th, 1900.

THE HONGKONG FIRE INSURANCE CO., LD.

The following is the report for presentation to the shareholders at the Thirty-first ordinary General meeting, to be held at the offices of the general managers, on Thursday, the 1st March, at noon.

The General Managers and Consulting Committee beg to present to the Shareholders the Thirty-first Annual Report of the Company.

1898 Account.—This account shows a profit of $244,411.96, which sum, with the approval of the Consulting Committee, it is proposed to deal with as follows, viz.:—

Bonus to Contributing Shareholders, $	3,970.77
Addition to Reserve Fund	24,441.19
Dividend of $27 per Share	216,000.00
	$244,411.96

1899 Account.—The balance at credit of this account is $335,340.50.

Mortgages.—From the reports and valuations made by the Company's Surveyors the General Managers and Consulting Committee are satisfied that the properties held by the Company form ample security for the advance made.

Consulting Committee.—Mr. Bird having left the Colony and Mr. Thompson having resigned, Messrs. F. Maitland and J. A. Mackay were nominated for the vacant seats; these appointments require the confirmation of Shareholders. The present Members, Messrs. Chater, Lewis, Raymond, Maitland and Mackay retire, but offer themselves for re-election.

Auditors.—The Accounts have been audited by Messrs. Fullerton Henderson and W. Hutton Potts and their re-election is recommended.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company, Limited.
Hongkong, February 15th, 1900.

WAR NEWS BY WIRE.

(*From our Exchanges.*)

Despatches Published.

LONDON, January 26th (Later.)

The *London Gazette* publishes despetches from Sir George White dealing with the actions at Glencoe, Elandslaagte, and Rietfontein; from General Hildyard dealing with the Willow Grange action; from Lord Methuen dealing with Belmont, Graspan, and Modder River; and from Sir Redvers Buller dealing with Colenso.

Sir George White says that the Governor of Natal represented to him that withdrawal from Glencoe would involve such grave political results that he determined to accept the military risk of holding Dundee as the lesser of two evils.

A despatch from Sir Redvers Buller, dated the 17th December, says that, when he heard of the disaster to Colonel Long's batteries, he believed that the six Naval guns had shared the same fate, and decided immediately that it would be impossible to force the passage without guns. He believes he would have succeeded but for the failure of the artillery. He personally instructed Colonel Long to keep with the Naval guns; but that officer advanced far beyond the Infantry and the Naval guns. He recommends Capt. Congreve, Lieut. Roberts, and Lieut. Reed, and Corporal Nurse for Victoria Crosses, and nineteen Artillerymen for the Distinguished Service Medal. Captain Schofield, whose action was most gallant is not recommended for the Victoria Cross, because he acted upon orders and not on his own initiative.

In a later despatch from Sir Redvers Buller, dated the 27th December, commending upon the action at Zoutpan's Drift, he says he supposes that our officers will eventually learn the value of scouting; but that hitherto, notwithstanding all injunctions, they seem to blunder into the middle of the enemy.

The Truth about Spionkop.

LONDON, 27th January.

The present is the most anxious moment in the South African Campaign since the reverse at Colenso in December.

Following upon what is generally regarded as a blunder in publishing General Buller's statement of his intention to attack Spionkop, there has come the sequel, which is thought to be worse than the authorities are inclined to admit. It is now stated that Wednesday's casualties were heavier than the first acounts indicated; and that General Buller has gone to General Warren's assistance, postponing his direct movement for the relief of Ladysmith for the present on the strength of the recent favourable report from the Garrison.

It seems that General Warren, instead of occupying Spionkop, took up a position on what was merely a shoulder of the mountain. Spionkop itself, according to the maps of the Intelligence Department, is higher and more difficult than Snowdon. Moreover, General Warren mistook a stray picket of Boers for the main garrison, who descended on his position at daybreak with terrific effect, maintaining the struggle the whole day. It is supposed that half of General Lyttleton's Brigade was meanwhile engaged to the east, thus preventing reinforcements from leaving the heights opposite to Potgietor's Drift.

There is every probability that the Spionkop force is now engaging General Clery's column on the left.

Nothing has been heard regarding General Barton.

General White Blamed.

The *Gazette* Despatches which have been published have provoked a storm of blame on General White for yielding to political influence in regard to not evacuating Ladysmith at the critical moment.

The Battle at Colenso.

General Buller says that at Colenso the men fought like heroes.

Colonel Bullock and the Devons, not having received the order to retire, defended themselves and the wounded till nightfall, merely surrendering because the enemy threatened to shoot the latter.

General Hart's attempt to find the Bridle Drift ford was in vain, and it is now stated that the Boers had previously deepened and destroyed it.

Colonel Long and two of the wounded offer explanations as to how they ignored orders in pushing on to within 300 yards of the enemy's rifle pits beyond their escort.

General Buller himself does not explain why the guns were finally abandoned; but it seems that he despatched two Battalions and two Batteries to help to extricate General Hart, who, in pressing into a salient loop of the river, encountered a severe cross fire.

Blunders at Belmont.

Lord Methuen complains that his information regarding the fordability of the Riet and Modder Rivers at various points invariably proved incorrect. He also declares that he was committed to a frontal attack at Belmont through the Grenadiers losing their direction, Colonel Crabbe, commanding the 3rd Battalion, having mistaken for the south knoll of Gun Hill, another hill intended for the Coldstreams, and losing heavily in westerly attacks.

Lord Methuen admits having been in an unsafe position throughout, because it would have been impossible to watch the progress of the fight without going to the front. He says he was glad to have been among the wounded, otherwise he would have been ignorant of the care bestowed on them.

A Cavalry Brigade and a Battery of Horse Artillery would have saved the position at Belmont, and the same remark is made regarding Enslin.

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The Imperial Yeomanry.

Two thousand Imperial Yeomanry embark during the next fortnight, the *Goth, Cavour, Kent, Lakeric, Winifredian* and *Montrose* being chartered to convey them to the Cape. The *Lusitania* has been rejected, so the Yeomanry Committee will have to pay forfeit—an instance of the extravagance with which the affairs of the Yeomanry Contigent are being conducted.

Nine battalions of the Militia have been called to garrison duty.

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Lord Rosebery on the Situation.

Lord Rosebery, speaking at Chatham, said that it was possible that British prestige had declined for the moment, but it would be infinitely stronger afterwards. "We are better without such prestige as is based on a rotten foundation, and which might lure us to more disastrous enterprises. The nation had developed fatty degeneration, and required the bracing of adversity. I was never so proud of England as in the Tugela week. The war has proved that our Empire is a fact, besides the necessity of being methodical and scientific, and of checking our enormous waste."

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The Generals' Despatches.

LONDON, 28th January.

The written despatches from the different Generals operating at the theatre of war, which have been published in the *London Gazette*, have created a very unfavourable impression. Both General Buller and Lord Methuen are adversely criticised. Lord Methuen is taken to task about his light tone, which is resented in consideration of the heavy reverse at Modder River, and the disaster to the Highland Brigade. *The Times*, in criticising General Buller's explanation of the Tugela disaster, says that his comment regarding the lack of proper appreciation and knowledge in our officers of scouting is more than surprising. The irritation caused by the publication of these despatches is very general, both in the Press and in Military circles.

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Dr. Leyds.

LONDON, 28th January.

The activity of Dr. Leyds, the Boer Agent in Europe, has attained a striking development. His popularity, both in France and in Germany, has increased proportionately. This feeling, as regards Germany, is not confined to the Anglophobist Press, but has been extended to official circles. First Dr. Leyds was the guest of the French President, and on Thursday he attended the German Chancellor's official banquet.

In a proclamation issued yesterday, Sir Alfred Milner states that England repudiates the validity of the mine forfeitures by the Transvaal since the war began, made on the ground that the compulsory annual renewal of mine licenses has not been observed. He states that this contension is ineffective as far as British Companies are concerned, since they are unable to renew their licenses because dealing with an enemy has been prohibited. Dr. Leyds, however, is offering forfeited licenses to foreigners.

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Disappointing State of Affairs.

LONDON, 28th January.

General Buller wires from Spearman's camp, under date the 27th, that General Warren, on the 20th, drove back the enemy and occupied the southern crests of the tableland, and remained in close contact with the enemy, who had a strong position on small kopjes.

The actual position was perfectly tenable, but was unsuitable for an advance as the southern slopes were so steep that General Warren was unable to get an effective artillery position and water supply was difficult:—"I assented on the 23rd to the attack of Spionkop which was evidently the key of the position but more accessible from the north.

"General Warren seized Spionkop on the night of the 23rd, and found it difficult to hold, as the perimeter was too large, and water was deficient. The crest was held all day against heavy shell fire.

"Our men fought with great gallantry, especially the Cameronians and the Kings Royal Rifles, who fought their way to the top, and the Lancashire Fusiliers and the Middlesex, who magnificently maintained the best traditions of our arms.

"Colonel Woodgate commanding the summit, was wounded, and the officer who succeeded him decided on the night of the 24th and 25th to abandon the position, and withdrew before daylight.

"I reached General Warren's camp at five in the morning and decided that a second attack would be useless, as the enemy's right was too strong; and, accordingly, I decided to withdraw the force south of the Tugela.

"General Warren's force, at eight on the morning of the 27th, was concentrated south of the Tugela without loss of a man or stores."

General Buller commends the *morale* of the troops.

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General Buller's Position.

LONDON, January 29th.

General Buller has not fully explained the position of his forces. It is presumed that Lord Dundonald remains on the mountains with 1,600 Cavalry, five battalions of Infantry, and some batteries. It is in regard to this part of the operations that anxiety is chiefly felt.

The Boers are entrenchched along the entire length of the river, even below Colenso, while General Buller is twenty miles distant from the railway.

The *Standard's* Durban correspondent believes that the enemy is kept conversant with the British plans, seeing that the Council of War held at Springfield on the 10th instant discussed the breaking up of the Colenso Camp, which was only then being carried out, and despatches commanding telegrams throughout the Republics. [Printed as received.]

General Buller's Saturday's message describes the Spionkop mountain as commanding a tableland extending from Acton Homes and Hongerpoort to the hills west of Ladysmith. The enemy occupied a strong position on the range of kopjes north-west and south-east of the plateau. Spionkop is far less accessible from the south than from the north. General Buller had been led to believe that water existed there, and he attributes the drought to the abnormal season.

General Warren held the crests of the mountain throughout the whole of Wednesday against severe attacks and the heaviest shelling. The 2nd Battalion, Scottish Rifles, and the 3rd King's Royal Rifles, supported him from the steepest side throughout the trying day. Thorneycroft's Horse fought equally well alongside.

General Buller reached General Warren at daybreak on Thursday, and began the withdrawal at 6 o'clock. In many cases the lines of the opposing forces were less than 1,000 yards apart, and the fact that our troops withdrew in perfect order from actual touch with the enemy is sufficient evidence of their excellent discipline and morale. That they were permitted, unmolested, to transfer cumbrous ox and mule transport across a very swift river, eighty-five yards broad, and with banks twenty feet high, is also proof that the enemy had learnt respect for our fighting powers.

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Boer Description.

LONDON, January 29th.

Reuter's correspondent in the Boer Camp declares that the kop was enveloped in thick mist at daybreak on Wednesday; but a double contingent of Boers soon tackled three precipitous spurs. Leaving their horses at the first bank of rocks, they scaled the summit under cover of their Krupp and Creusot guns, to find the British heavily entrenched. They rushed across the stretch of open veldt to the summit in face of a heavy rifle, lyddite, and shrapnel fire, besides fieldshells. The British met the triple attack at the point of the bayonet, falling before the deadly fire. The investing parties, however, advanced gradually until 2 o'clock in the afternoon, when the British outer trenches showed the white flag, and, after surrendering, were conveyed to the Boer laager.

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The British Infantry Advance also Portrayed.

Later telegrams from the same correspondent in the Boer Camp say that the British Infantry advance was continued against two kopjes on the east with the object of outflanking the attacking Burghers. Numerous gaps in the ranks were filled automatically, and at twilight they reached the summit of the second kopjes; but got no further.

Meanwhile the Maxims were belching forth on both sides, while the wall of Mausers held the British centre back, which gradually gave and broke, abandoning the position. Resistance, however, was continued until the Dublins and the Light Horse raised their hands and quitted the trenches.

British prisoners eulogise the bravery of the Burghers, who despised cover, standing freely on the sky-line against the fire from the British trenches.

Quite an unusually high proportion of the lyddite shells failed to explode.

All the other commandoes are quiet.

The *Central News* correspondent says that the surprise on Tuesday night was complete; yet he affirms that it was preceded by an admirably effective shell-fire.

On Wednesday our gunners attempted in vain to locate and destroy the smaller Boer artillery, which was in action with deadly effect.

At 9 o'clock the Infantry carried another of the enemy's trenches, and held it until their ammunition failed. The Boers, observing this, made an energetic attack and actually entered the trench, where they encountered the British bayonets, and retired with sundry prisoners.

The positions were splendidly maintained, despite the unceasing murderous fire until nightfall.

The Naval guns on Mount Alice ably assisted by shelling incessantly.

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The Struggle at Spionkop.

LONDON, January 29th

The *Central News* correspondent wires from Spearman's Camp on Friday that, on Tuesday night, General Warren attacked the Boers' position at Spionkop, and charged the entrenchments. The Boers were surprised and unprepared for resistance. Two hundred were killed, and the remainder dispersed. The attacked was preceded by an effective shell fire. On Wednesday morning desperate fighting commenced, lasting all day without cessation. The enemy poured a terrific shell-fire on the captured positions. Their light artillery was very destructive. The British gallantly held the position, and our artillery attempted to locate the enemy's guns, but failed. At nine o'clock our infantry gallantly captured another trench, and held it until their ammunition was exhausted. The Boers, encouraged by the silence crept forward and actually reached the trench; but were repulsed by the British bayonets. After a short, bloody fight, they retired, securing a few prisoners.

The news of General Buller's retreat to the south side of the Tugela has caused a great shock; but the country is facing it calmly. There can now be no doubt that the War Office must have known early on Friday that General Buller was retreating; and the irritation caused by the suppression of news is great.

The Times, in the course of a scathing criticism, wishes that there were clearer proofs that the Government even now adequately comprehends the situation.

WAR NOTES.

[*From Home Papers.*]

A Disadvantage of the Kilt.

A naval medical officer writes to the *British Medical Journal* from the Modder River after the battle of Magersfontein:—The health of our troops is excellent; beyond a few cases of diarrhœa, sunstroke, and sunburn, there is no sickness. With regard to the latter trouble the Highlanders are chiefly afflicted; why are men sent out into this fierce sun in petticoats? It is all very well to talk about the uniform being the essence of *esprit de corps*, but is not this carrying it too far? Surely they might be allowed to go into action at any rate as other men go. As it is, their legs become covered with crops of vesicles; few of the men like their dress for this kind of work; the beauty of the kilt and sporran is masked by a khaki flap, and when these two part company the aspect is both ludicrous and alarming; I saw one man returning yesterday from his brush with the enemy in a pitiable plight; in his own words, he had had to "take" a barbed wire entanglement "at the double," and emerged "a bleeding mass, with his kilt hard a-starboard, his flap half-left turn, and his sporran dangling on the wire."

Gunnery of the Naval Brigade.

The special correspondent of the *Daily News* sends a somewhat lurid description of the battle of Magersfontein. In dealing with the charge of the Guards, he writes:—Once our Guards made a brilliant dash at the trenches, and like a torrent, their resistless valour bore all before them, and, for a few brief moments they got within hitting distance of the foe. Well did they avenge the slaughter of the Scots; the bayonets, like tongues of flame, passed above or below the rifles' guard, and swept through brisket and breastbone. Out of their trenches the Guardsmen tossed the Boers, as men in English harvest fields toss the hay when the reapers' scythes have whitened the cornfields; and the human streams were plentiful where the British Guardsmen stood. Then they fell back, for the fire from the heights above them fell thick as the spume of the surf on an Australian rock-ribbed coast. But the Guards had proved to the Boers that, man to man, the Briton was his master.

In vain all that day Methuen tried by every ruse he knew to draw the enemy; vainly the Lancers rode recklessly to induce those human rock limpets to come out and be cut off. Cronje knew the mettle of our men, and an ironic laugh played round his iron mouth, and still he stayed within his native fastness; but Death sat ever at his elbow, for our gunners dropped the lyddite shells and the howling shrapnel all along his lines, until the trenches ran blood, and many of his guns were silenced. In the valley behind his outer line of hills his dead lay piled in hundreds, and the slope of the hill was a channel house where the wounded all writhed amidst the masses of the dead—a ghastly tribute to British gunnery. For hours I stood within speaking distance of the great naval gun as it spoke to the enemy, and such a sight as the ir shooting the world has possibly never witnessed. Not a shell was wasted; cool as if on the decks of a pleasure-yacht, our tars moved through the fight, obeying orders with smiling alacrity. Whenever the signal came from the balloon above us that the enemy were moving behind their lines, the sailors sent a message from England into their midst, and the name of the messenger was Destruction, and when, at 1.30 p.m. on Tuesday, we drew off to Modder River to recuperate; we left nearly three thousand dead and wounded of grim old Cronje's men as a token that the lion of England had bared his teeth in earnest.

The Responsibility for the War.

FRENCH REPLY TO DUTCH ARGUMENTS.

In the *Siècle* M. Yves Guyot replies to the various points set forth in an open letter recently addressed to the Duke of Devonshire by M. Boissevain, of the Amsterdam *Handelsblad*. He says: "Boissevain denies Great Britain's right to intervene in the name of independence, liberty, and peace. It is precisely in the name of independence, liberty, and peace that the policy of the Boers is to be condemned. I maintain that the Dutch, in the very name of those principles which made their nation independent of Spain, ought to be on the side of the Outlanders against the Boers."

"Replying to a contention of those who deny that Great Britain had any right to demand the franchise, M. Guyot says:—"Those who put forward this objection forget that by Article 14 of the Convention of 1884 the British guarantee the Outlanders security, and that it was on the faith of that guarantee that the Outlanders went to the Transvaal and invested large amounts of capital there. Besides, when the British Government asked for the franchise they declared their intention not to intervene any more in the future than in the past. This was the first and the last intervention since 1884. It certainly cannot be said that the British Government abused its position."

Continuing, M. Guyot says that throughout the negotiations Mr. Kruger adopted his usual method of "giving and withholding." He made a show of granting concessions, in reality they were illusory, Kruger had long been preparing for war. The Transvaal was the Prussia of South Africa. On October 9 Kruger launched his ultimatum, and the events of the war had shown that it was not the Boers who were taken by surprise. There remained the question of responsibility. M. Boissevain and the friends of Dr. Leyds replied that it rested with Mr. Chamberlain. Did President Kruger grant a straightforward franchise? There was the whole question. Everyone who read the documents was struck by the lack of sincerity and good faith on Mr. Kruger's part.

"The war," M. Guyot concludes, "cannot but be baneful to Great Britain. Her whole greatness rests on industrial civilization, and any interference from military civilization will necessarily result in it being weakened. She has, however, had the Transvaal war forced upon her, and she is condemned to pursue it to restore in South Africa a regime of peace, liberty, and equal rights."

Mr. Arnold-Forster and War Criticism.

Mr. H. O. Arnold-Forster, M.P., whose interest in all service questions is well known, has been asked by a representative of the Exchange Telegraph Company to state what, in his opinion, are the principal points in the military policy of the Government which are likely to be criticised when Parliament meets. The hon. member has replied: "I have not the slightest idea, but judging from past experience, I imagine they will be the wrong ones. For years past the House of Commons has prided itself upon never paying the faintest attention to any naval or military question. It has been the fashion to leave the House empty whenever service matters were discussed, and members have been content, despite a thousand examples of the unwisdom of such a course, to accept as true and satisfactory the fables which have been put into the mouths of Ministers by officials, who scarcely conceal their intention of hoodwinking the Houses of Commons. As Parliament has thought it right to be silent during all the years in which speech might have done some good, it appears to me that the best reparation it can make to the country is to continue that silence at a time when talking can effect very little. I do not anticipate for a moment, however, that this desirable course will be adopted, and I have not the slightest doubt that we shall have most animated discussions and any amount of criticism, at least half of which will be based upon incorrect information and imperfect knowledge," and, therefore, will do more harm than good. For my own part, I should like there to be as little criticism as possible until the war is over. When we do get through our present trouble, the time will indeed have come for criticism, and if the British public does not, at length, insist upon abolishing the system which has brought us to our present pass, and which, as far as I have been able to see, has for years been ordered and developed with that object—or, at any rate, with the certainty of that result—I think the nation will deserve the humiliation and disaster to which it will assuredly have to submit.

"Believing, as I do, that the present state of affairs is the direct and necessary result of the system which we have chosen to pursue, I cannot persuade myself that much good will be done by attacking individuals, or even by criticising failures, while there is an enemy in the field. There are some things, such as the creation of additional field batteries, which can and ought to be taken in hand at once. I have been urging this for years, and believe there is at last some chance of this elementary precaution being taken, so to speak, in the presence of the enemy, but if the public allows the War Office to have another silly Commission or Committee to talk about the thing, instead of doing it, the public will make a very great mistake."

Wauchope's Grave in the Solitary Karoo.

"J. A. K." writes: "I enclose an extract from a letter from South Africa which you may think of sufficient interest for publication."

Majesfontein, Dec. 17.—I am not exactly *en voyage*, but stopping, owing to force of circumstances, at this little queer wayside hamlet for a few days. I had an awful journey from Middelberg, leaving at night, and sweltering without intermission for twenty-eight hours in the most awful heat I have ever felt. The sun was not so strong, but the wind blew as hot as flame, and that means open windows and a hot draught, or closed windows and no air to breathe. I meant to go on to Ceres, but was accidentally compelled to stop short at this point, in many ways a desirable little spot.

Majesfontein consists of a station, a road, and a row of houses. But the point is that they might all have been sliced bodily out of some new desirable row of suburban villas. The station is neat and trim, the road is gravelled, which means a minimum of dust; there is a kerbed footpath, and real stiff green lamp-posts. And the houses are real suburban villas, with genuine sham stucco work and imitation beams, and pocket-handkerchief front gardens. There is a sham castellated hotel building called the "Hotel Milner" (not Milner Hotel—nothing so common). The whole thing is so neat and trim and un-African that I walk up and down the gravel road and feast my eyes. All around is veldt, it is true, but veldt of a rather compromised sort, more like moorland, and not so harsh in colour.

Strolling across the road for breakfast at the station dining-room, I noticed a large crowd of soldiers,—Cape Town Volunteers and a few of the Black Watch in kilts. I asked the cause of the stir. It was the funeral of General Wauchope. Majesfontein, of all places in the world was the place where they buried him. There was a special train for the soldiers, and the dozen or two of the population managed to find a place in it. I boldly invaded the guard's van.

WAUCHOPE'S LAST RESTING-PLACE.

They buried Wauchope five miles away in the open veldt, where is a little graveyard of half a dozen graves. Such a wild, lonely spot; the empty hills all round us, and not an object but the crowd that decended from the train. I fancied it was a little like his own Scotch moorlands, not characteristic of the Karoo. It was a full military funeral, three Highland pipers playing the most heartrending strains, and the brass band of the Volunteers a magnificent funeral march. His charger followed the coffin, and then half a dozen Highlanders. The service was read by the Anglican chaplain, and, after it all came the three crashing volleys, with a little wailing of the bagpipes in between. I shall never forget that scene. The calm loneliness of the place among gently sloping hills, patched with rock and a yellow flower that blossoms downs here, wild, but not so desolate and sad as up country. Absolute loneliness, not in the least disturbed by the hundred or two of the volunteers, and the handful of curious civilians. Not a building in sight, only the train waiting, as it seemed, in the middle of the wilderness to take us back, and the two or three white crosses of the little graveyard. It was an exquisite day A mild and bright sun and a cool breeze, a perfect atmosphere of calmness and peace. I climbed up on to the rocks of a little kopje that juts out above the cemetery and heard and saw every word and every detail of the scene.

In the afternoon, a train-load of wounded stopped for an hour in the station, and there was another strange experience, talking with the men fresh from the battlefield, and hearing all manner of strange and horrible tales of it. Thirdly and lastly, who should be on that self-same train but Sir Charles Warren, the man whom all South Africa looks to as the only man for the work there is to do. I had a good gave at that old hero with his single eyeglass.

EDWARD KEMPE.

SHIPPING REPORTS.

Captain T. Tasaka, of the steamship *Atagosan Maru*, from Saigon, reports:—Fine weather and smooth sea.

Captain Passmore, of the steamship *Thales*, from Coast Ports, reports:—From Taiwanfoo to Amoy light to moderate N.E. breeze, clear and fine. Amoy to Swatow same weather. Swatow to port strong N.E. breeze, considerable sea, clear and fine. Vessels in Amoy:—German warship *Irene* and steamship *Queen Eleanor*. In Swatow:—*Newchwang, Paoting, Chunshan*, and *Dagmar*.

Captain A. E. Dabelle, of the steamship *Guthrie*, from Kobe, reports:—Left Kobe on the 10th inst. a strong W.N.W. wind was met with in the Inland sea, and Rokmen was passed on the forenoon of the 11th moderate and light variable winds, overcast and gloomy weather were experienced during the passage to the China coast, the passage along the coast to Hongkong was marked by dull and overcast weather with fresh N.E. wind and moderate sea.

Captain N. C. Mager, of the steamship *Mongkut*, from Bangkok, *via* Koh-si-chang, reports:—Feb. 6th left Bangkok, *via* Koh-si-chang. Feb. 8th left Koh-si-chang experienced light to moderate, S. and S.W. winds and hazy weather to Pulo Obi (was rounded on the 10th), from Pulo Obi to Lat. 13° 28' N., Long. 110° 00' E., had fresh monsoon with high sea, weather cloudy and clear, thence to port moderate to fresh N. and N.E. winds, slight sea, overcast and hazy weather.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.17	30.06
Temperature	57	61
Humidity	82	74
Rainfall	—	—

TO-DAY.

Friday, 16th February, 1900.

Chinese—*17th of 1st moon of 26th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 33min.*
Set ..... *5hr. 56min.*
High water—*Morning* ..... *10hr. 40min.*
Afternoon ..... *10hr. 10min.*
Low water—*Morning* ..... *4hr. 10min.*
Afternoon ..... *3hr. 44min.*

ANNIVERSARIES.

1855—The Insurgents evacuated Shanghai.
1863—First public parade of the Hongkong Volunteer Corps and presentation of colours.
1876—The 80th Regiment left Hongkong.
1884—Hongkong Legislative Council reorganised.
1885—The steamer *Castello* lost on Flat Island, Lyeemun Pass.
1887—The Alice Memorial Hospital, Hongkong, opened.
1893—The Swedish barque *Doris* wrecked near the Natuna Island.
1896—The Nova Scotian barque *Lynwood* wrecked on Pratas Reef.
1898—Strike of Officers British Indian Steamship Co., ended.

TO-MORROW.

Saturday, 17th February, 1900.

Chinese—*18th of 1st moon of 26th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 32min.*
Sets ..... *5hr. 56min.*
High water—*Morning* ..... *10hr. 57min.*
Afternoon ..... *10hr. 37min.*
Low water—*Morning* ..... *4hr. 37min.*
Afternoon ..... *4hr. 22min.*

ANNIVERSARIES.

1564—Michael Angelo died.
1843—Defeat of the Scinde Chiefs at Meeanee by Sir Charles Napier.
1848—New Colours presented to the 95th Regiment at Hongkong.
1861—Duchess of Albany born.
1865—Charleston and Wilmington occupied by the Federals.
1880—Attempted assassination of the Czar.
1897—Capture of Benin.

AGENDA.

TO-DAY.

8.30 for 9 p.m.—A regular meeting of the Perseverance Lodge.
Cargo ex *Kumsang* subject to rent.

TO-MORROW.

C. N. steamer *Changsha*, leaves for Shimonoseki and Kobe.
Noon—Hongkong and Shanghai Banking Corporation. Half-yearly meeting at the City Hall.
Noon—P. & O. steamer *Bengal*, with mails, leaves for Europe.
2.30 p.m.—Auction sale of household furniture at Paul Brewitt's Rooms, No. 2 Zetland Street.
4 p.m.—Football Semi-final for Shield Competition "H" Co., R.W.F. v. "B" Co., R.W.F.
8.30 p.m. to 9.00 p.m.—Regular Meeting of the Perseverance Lodge.
9 p.m.—A.D.C. Yeoman of the Guard at City Hall.
About P. & O. *Rohilla*, leaves for Japan.

SUNDAY, 18th.

(About) N. D. H. A. steamer *Babelsberg*, leaves for Havre and Hamburg.
O. S. S. Co., steamer *Pyrrhus*, leaves for Liverpool.

MONDAY, 19th.

3.00, 3.15 and 3.30 p.m.—Auction sale of Crown lands, at Mon-kok-tsui, Barker Road and Yau-ma-ti, at P.W.D. offices.
4.30 p.m.—Football H. K. F. C. v. H.M.S. *Victorious*.

H.K.V.C. ORDERS.

5.30 p.m.—"E" Co., Launch leaves S. M. Pier for Stonecutters, I. I., run.

TUESDAY, 20th.

Daylight E. & A. steamer *Guthrie*, leaves for Australia ports.
Ocean Steamship Co.'s steamer *Stentor* for London.

HONGKONG RACES.

Noon—Indo-China *Kumsang* leaves for Calcutta.

WEDNESDAY, 21st.

(About) C. & O. steamer *Belgian King*, leaves for San Diego and San Francisco.
Imperial German mail steamer *Oldenburgk*, leaves, with mails, for Europe.

HONGKONG RACES.

THURSDAY, 22nd.

Noon—T. K. K. steamer *Hongkong Maru*, leaves for San Francisco.
(About) P. & O. steamer *Canton*, leaves for London.

HONGKONG RACES.

H.K.V.C. ORDERS.

3 p.m. 'E' Co. E. L. run at Lyemun, Launch leaves S. M. Pier.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English *(Coromandel)* to-morrow.
American *(Algoa)* 20th inst.
German *(Oldenburg)* 20th inst.
German *(Stuttgart)* 22nd inst.
Canadian *(Empress of Japan)* 23rd inst.
American *(China)* 23rd inst.
American *(Doric)* 1st prox.
American *(Nippon Maru)* 9th prox.

The K. A. L. steamer *Elizabeth Rickmers*, from Hamburg left Singapore for this port to-day, and may be expected here on or about the 22nd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Prosper	"	"	"
Hongkong	"	"	"
Kaifong	"	"	"
U.S.S. Monadnock	"	"	"
U.S.S. Iris	"	"	"
U.S.S. Wheeling	"	"	"
Tyr	"	"	"
Hongkong	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Menmuir	"	"	"
Hankow	"	"	"
Daphne	"	"	"
Victoria	"	"	"

PASSED THE CANAL.

Outward—30th December *St. Jerome, Indus, Dart, Lootakken, Lynrowan, Olysapo.* 2nd January—*Sanuki Maru, St. Andrews.* 5th January—*Laos, Teenkai, Erzherzog, Ferdinand, Denbighshire, Ormazan.* 9th January—*Tuskar.* 16th January—*Nurnberg,* 19th January—*Eidsvald, Candia, Andantico.* 23rd January—*Orestes.* 26th January—*Java, Tonkin, Susonia, Windsor.* 30th January—*Oakbranch, Secotra.* 2nd February—*Glaucus, Glenartney.* 6th February—*Heidelberg, Maria Valerie, Ernest Simons, St. Ronald, Ardrossan, Orel.* 9th February—*Kawachi Maru, Shanghai.*

Homeward—12th Jan.—*Andalusia, Suevia.* 16th January—*Varra, Suevia.* 19th January—*Japan,* 23rd January—*Kenmore, Melpomene, Elizabeth Rickers.* 30th January—*Tantalus, Benlarig, Rugby, Eskdale St. Kilda, Kornikoff, Stuttgart.* 6th February *Asama.* 9th February—*Dioned, Horwick Hall.*

Shipping.

Arrivals.

GUTHRIE, British steamer, 1,494, A. E. Dabelle, 15th Feb.,—Kobe 10th Feb., General.—Gibb, Livingston & Co.

ATAGOSAN MARU, Japanese steamer, 1,253, T. Tasaka, 15th Feb.,—Saigon 10th Feb., Rice and Puddy.—Mitsui Bussan Kaisha.

LOONGMOON, German steamer, 1,245, F. Schulz, 16th Feb.,—Canton 15th Feb., General.—Siemssen & Co.

CHOYSANG, British str., 1,194, C. H. Bowker, 19th Feb.,—Canton 15th Feb. General.—Jardine, Matheson & Co.

THALES, British steamer, 879, W. Passmore, 16th Feb.,—Taiwanfoo 13th Feb., Amoy 14th, and Swatow 15th, General.—Douglas, Lapraik & Co.

MONGKUT, British steamer, 859, N. G. Major, 16th Feb.,—Bangkok via Koh-si-chang 6th Feb., General.—Butterfield & Swire.

GUIN, Russian steamer, 891, O. Rowsell, 16th Feb.,—Manila 13th Feb., General.—Order.

NATUNA, Danish steamer, 458, Petersen, 16th Feb.,—Bangkok 6th Feb., Teak Wood.—Order.

YEDO MARU, Japanese steamer, 1,068, S. Saito, 16th Feb.,—Moji 10th Feb., Coal.—Wing Tai Loong.

OOPACK, British steamer, 2,517, J. Barber, 16th Feb.,—Singapore 10th Feb., General.—Jardine, Matheson & Co.

Clearances at the Harbour Office.

Wo Ping, Chinese steam-launch, for Wuchow.
Natuna, Danish str., for Yokohama.
Clara, German str., for Hoihow.
Bellerophon, British str., for Amoy.
Formosa, British str., for Swatow.
Sungkiang, British str., for Manila.
Taichoong, German str., for Hongay.
Holsatia, German str., for Saigon.
Taifu, German str., for Saigon.

Departures.

Feb. 16, *Taifu*, German str., for Saigon.
Feb. 16, *Savoia*, German str., for Yokohama.
Feb. 16, *Irish*, American distilling-ship, for Manila.
Feb. 16, *Sungkiang*, British str., for Manila.
Feb. 16, *Holsatia*, German str., for Saigon.
Feb. 16, *Whampoa*, British str., for Sourabaya.
Feb. 15, *St. Andrews*, Norwegian str., for Moji.

Passengers—Arrived.

Per *Guthrie*, from Kobe—Mr. and Mrs. Twine.

Per *Thales*, from Coast Ports—Messrs. B. Sanner, and Adler, and 48 Chinese.

Per *Mongkut*, from Bangkok, &c.—Mr. F. M. Alger, and 6 Chinese.

To Depart.

Per *Bengal*, from Kobe for London—Mrs A. L. Rock. From Nagasaki for Port Said—Mr. Alexandorff. From Shanghai for Singapore—Dr. Eden Paul. For Colombo—Messrs. E. Brown and L. S. Biddulph. For London—Miss Ashy. From Hongkong for London—Messrs. A. and F. Fregillus (2), Mr. P. S. King, Mrs. Lang and family. For Brindisi—Messrs. Messrs. N. J. Biese, Jos. Maresh, G. J. Blatter, E. F. Van Hootegan, C. M. B. Schenkelberg, P. Hohenadell, and Mr. and Mrs. W. M. Fortescue. For Suez—Mr. A. Blom. For Bombay—Mr. S. C. Khan. For Colombo—Messrs. L. E. John and A. G. Robinson. For Singapore—Messrs. Lo Ju Sai, Yan Wai In and So Mui Hin.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Coromandel	Singapore	To-morrow
Orestes	Singapore	Feb. 19th
Oldenburg	Japan	Feb. 20th
Algoa	Japan	Feb. 20th
Kasuga Maru	Japan	Feb. 20th
Wakasa Maru	Japan	Feb. 21st
Stuttgart	Singapore	Feb. 22nd
Elizabeth R'mers	Singapore	Feb. 22nd
Empress of Japan	Japan	Feb. 23rd
China	Japan	Feb. 23rd
Arab	Japan	Feb. 23rd
Doric	San Francisco	Mar. 1st
Nippon Maru	San Francisco	Mar. 9th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

NATURE'S REASON FOR PAIN.

When one of Dr. Abernethy's patients remarked that it gave him great pain to lift his hand to his head, that eminent physician responded that, in such case, he was a fool for doing it. The observation was both brutal and unprofessional. The very fact that the act was painful indicated a condition calling for medical treatment; and to provide *that*, if he could, was the doctor's duty.

Still, one might get on in comparative comfort without lifting his hand to his head, if that were the only source of pain about him. But when a bodily operation which is *absolutely indispensable to life*, becomes constantly painful, the situation is vastly more serious. And that was what happened to Mrs. Emma Elwen, as related in her letter herewith printed for our information.

"In the spring of 1889," she says, "I began to feel weak and ailing. From being a strong, healthy woman, I gradually lost all my strength and energy. My appetite was poor, and *all food gave me pain*."

Be good enough for a moment to fix your mind on that statement. Nature has so arranged that all necessary acts or movements of the body shall be painless, if not distinctly pleasurable. Were it otherwise, we should avoid them to the extent of our power, and so produce incalculable mischief. And, above all, the act and consequences of eating were meant to be, and in health, are, one of the highest of our physical enjoyments. This lady having suffered from her food then, signifies a state of things unnatural an dangerous.

"I had fulness and pain at the chest," she continues, "between the shoulders and down my back. I had also a deal of pain at my side, and my heart palpitated so much that I got but little sleep or rest on account of it. My breathing was short and difficult. I was unable to do any house-work, and often wished I were dead."

The words, "I wish I were dead," are often on the lips of the victims of what seems to be hopeless disease, and they are sad and chilling words to fall on the ears of those of us who love them. They make us look despairingly around for the help which is so slow to come, and too frequently never comes at all. Is there, then, *no* medicine which has power to save?

"I grew to be so weak," adds the writer, "that I was from time to time confined to my bed, and at other times had to lie down on the couch. I lost flesh rapidly, and was like a mere skeleton—my clothes *hanging* upon me. For three years I suffered in this way, no medicine that I took doing me any good.

"In February, 1892, the Rev. Mr. Knight, of Bishop Auckland, recommended me to take Mother Seigel's Curative Syrup. Acting on his advice I procured a bottle from the Co-operative Stores at Bishop Auckland, and after taking it I began to improve. My appetite returned, and food agreed with me, and I felt easier than I had done for years. The pain at my heart was less severe, and I gained strength every day.

"Seeing this, I continued to use this remedy, and gradually I recovered my health, *gaining three stone weight*. Since that time I have kept in good health. My husband has also benefited by the use of Mother Seigel's Syrup when suffering from indigestion. You are at liberty to publish this statement as you like. (Signed) (Mrs.) Emma Elwen, Primrose Hill, Newfield, Wellington, near Durham, October 30th, 1899."

If Mrs. Elwen were the only woman in the district wherein she lives who had suffered in this manner, the fact should excite the interest of the intelligent reader, but there are multitudes of others all over the land, all over the world. Her ailment was not heart disease, it was not any form of consumption, it was not rheumatism. It was dyspepsia—the disease that counterfeits most others and has many of their most painful symptoms. It is idle to say that dyspepsia might be prevented, for we are not yet wise and careful enough to prevent it. Some day we may be. At present, however, it is inspiring to know that Mother Seigel's Syrup cures it even in its worst stages. Still it is better to cure it when it *first appears*. Watch yourself, and use the Syrup *on the day your food and you do not agree*.—*Advt.*

Notice of Firm.

NOTICE.

THE INTEREST & RESPONSIBILITY of the Undersigned in the *TSUN WAN YAT PO*, No. 51, Gough Street, CEASES from This Date.

WONG SUI TONG.

Hongkong, 13th February, 1900. [199b

Intimations.

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th February, 1900, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 26th February, both days inclusive.

By order of the Board of Directors,

THOS. J. ROSE,
Secretary.

Hongkong, 30th January, 1900. [127b

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, No. 4, Queen's Buildings, on WEDNESDAY, the 28th day of February, at 12 o'clock (NOON) to receive a Statement of Accounts to the 31st December, 1899, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 28th instant, both days inclusive.

J. WHEELEY,
Manager.

Hongkong, 12th February, 1900. [191b

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON), to receive a Statement of Accounts to 31st December, 1899, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

HONGKONG FIRE INSURANCE CO., LIMITED.

Hongkong, 30th January, 1900. [129b

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock (NOON), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 8th March, both days inclusive.

By Order,

GEO. L. TOMLIN,
Secretary.

Hongkong, 9th February, 1900. [171b

RACE HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on TUESDAY, WEDNESDAY and THURSDAY, the 20th, 21st and 22nd instants, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
CHANTREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOH,
Manager.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Acting Manager.

For the DEUTSCH-ASIATISCHE BANK,
F. URBIG,
Manager.

Hongkong, 13th February, 1900. [197b

INSURANCE HOLIDAYS.

HONGKONG RACES.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on TUESDAY, WEDNESDAY and THURSDAY, the 20th, 21st and 22nd instant.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LD.
and
General Managers,
HONGKONG FIRE INSURANCE CO., LIMITED.

DOUGLAS JONES,
Secretary,
UNION INSURANCE SOCIETY OF CANTON, LD.

W. H. PERCIVAL,
Agent,
NORTH-CHINA INSURANCE CO., LD.

H. P. WADMAN,
Acting Secretary,
CHINA TRADERS' INSURANCE CO., LIMITED.

SHEWAN TOMES & Co.,
Agents,
YANGTSZE INSURANCE ASSOCIATION, LIMITED.

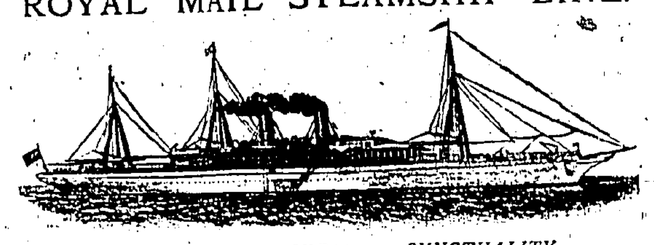
GEO. L. TOMLIN,
Secretary,
CHINA FIRE INSURANCE CO., LD.

Hongkong, 14th February, 1900. [210b

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1900



1900

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ....WEDNESDAY, 14th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 14th February, 1900. [3

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Belgian King ...	3,379	about	Feb. 21
Thyra.....	3,406	about	Mar. 6
Lady Jocey	3,406	about	Mar. 31

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 21st February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 10th February, 1900. [28

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 9th February, 1900. [4



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., TO-MORROW, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 16th February, 1900. [5

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 10th Mar., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Thursday, 5th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 1st May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 10th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900. [2

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU ..... J. B. MacMillan	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 23rd Feb, at Daylight.
KASUGA MARU ..... E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE ...	FRIDAY, 23rd Feb, at 4 P.M.
FUTAMI MARU..... J. Thom	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 24th Feb., at Noon.
MIIKE MARU ..... S. Kawamuro	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 2nd March, at Noon.

For further information as to Freight, Passage, Sailings, &c., apply, at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 14th February, 1900. [6

NORDDEUTSCHER LLOYD.

(Freight Service.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ALESIA..... Knuth	BORDEAUX, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	27th February.	Freight.
ASTURIA ..... Hildebrandt	NEW YORK. (via SUEZ CANAL.)	About 18th March.	Freight.
*SAVOIA ..... Jäger	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 22nd March,	Freight and Passage.
SAXONIA..... Krech	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 31st March.	Freight.
HEIDELBERG ... Schilder	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 6th April.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Friday, 23rd February, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 20th March, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 14th April, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 23rd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900. [7

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Algoa* (via Moji, Kobe and Yokohama .....)	Thursday, 1st March, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 3rd March, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 27th March, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, *via* MOJI, KOBE and YOKOHAMA on/or about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to this Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th January, 1900. [8

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT FOR MARSEILLES, PLYMOUTH AND LONDON, WITHOUT TRANSHIPMENT.

STEAMERS.	Tons.	LEAVE. S'hai.	H'kong.	S'pore.
Parramatta..	4886	Mar. 27	Mar. 31	April 6
Massilia ...	5026	April 10	April 14	April 20

For Freight or Passage, apply to
H. A. RITCHIE,
Superintendent, Hongkong.

4th December, 1899. [23

Entertainment.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB WILL GIVE FOUR PERFORMANCES OF THE YEOMEN OF THE GUARD, OR THE MERRYMAN AND HIS MAID, BY W. S. GILBERT & ARTHUR SULIVAN,

TO-MORROW EVENING, (SATURDAY,) 17th February.
SATURDAY, 24th "
MONDAY, 26th "

Commencing each Evening at 9 P.M. precisely.

Dress Circle and Stalls $3
Pit 1

Half-price to the Pit for Soldiers, Sailors, and Police in Uniform.

TICKETS can be obtained at the Booking Office of the Theatre, CITY HALL, Daily at 10 A.M.

The BOOKING OFFICE will be OPEN Daily from 10 A.M. to 4 P.M. except on Race Days, when it will be Open from 10 A.M. to 12 NOON.

Late Trams will run ½ hour after the fall of the curtain.

H. C. NICOLLE,
Acting Manager.

Hongkong, 15th February, 1900. [122b

Insurances.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

FINAL FIGURES FOR 1899.

THE Head Office of the Eastern Branch has now received a further Telegram giving the revised Figures for the past year, which show an increase, both in Assets and Surplus upon the previous year.

The Final figures are:—

ASSETS.
£58,373,185.

SURPLUS.
£12,732,808.

NEW BUSINESS, 1899.
£42,354,648.

OUTSTANDING BUSINESS, on 31st December.
£219,670,088.

F. KIENE,
Acting Manager,
No. 9, Praya, Hongkong.

12th February, 1900. [186b

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [5

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on Monday, the 29th day of January, 1900, the following Resolution was passed:—

That a CALL of One Dollar per Share upon all the holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 3rd day of March, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 3rd day of March, 1900, at the rate of 5% per centum per annum, upon all calls remaining unpaid after the said 3rd day of March, 1900, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the office of the Company of the Banker's receipt for payment of the call together with the certificate of the shares in respect of which the call has been paid an endorsement to that effect will be made upon the certificate.

By order of the Board of Directors,

W. H. GASKELL,
Secretary.

Hongkong, 29th January, 1900. [130b

PROVISIONS AS CONTRABAND OF WAR.

The rumoured disposition of the Government to declare provisions destined for the Boer Republics to be contraband raises interesting questions both of policy and law. We do not propose in the present article to discuss how far it is policy for England, dependent as she is for her food supply upon imports, to declare provisions contraband, but shall confine ourselves merely to the aspect of the question from the point of view of international law. In early times nations always banned provisions destined for the enemy's country. In 1626 Charles I. declared victuals of all sorts contraband. The question was seriously disputed by the United States during the wars between England and France commencing in 1793. France and England both claimed to treat food supplies as contraband, a claim disputed by the United States, a neutral nation. Considerable correspondence resulted between this country and the United States on the subject. The former insisted that the depriving of any enemy of provisions was one of the means of reducing him to make peace, and that therefore provisions could properly be treated as contraband. The United States, however, denied the right of a belligerent to treat articles of food produced in their country as contraband, unless they were being carried to a place subject to blockade. The dispute was never settled, but in a subsequent treaty between the two countries, certain declarations were made which may probably be taken to represent the international law on the subject. It was admitted that provisions were not generally contraband, but might become so in cases not, however, defined. As a concession to the debateable character of the question, it was agreed that whenever provisions were contraband, the captor should pay the owner for the food seized, together with a reasonable amount for profit.

The rule thus laid down is vague, but not altogether unsatisfactory. It would appear from decisions of our Courts that provisions destined for consumption by the enemy's forces are undoubtedly contraband, and this is the American view also. Short of this, the circumstances arising out of the situation of the war, or the conditions of the parties engaged in it, may justify food being held to be contraband. At the same time, the practice of belligerents has always been to treat provisions destined for a hostile country with indulgence, and especially so where foodstuffs are the staple produce of the neutral country, to confiscate which would inflict serious loss on the friendly producing country. In the case of most articles of contraband confiscation is the penalty. This penalty is practically necessary in order to deter the subjects of neutral States from supplying the enemy with warlike stores. It must be remembered that the neutral State itself is under no duty to present its subjects from supplying articles of contraband to a belligerent, but the subject does so at his own risk as to confiscation if the articles are captured *in transitu*. But this strict right of a belligerent to confiscate contraband is softened down in the case of provisions to one of preemption only. The English Naval Prize Act, 1864, contains an express provision authorising the purchase of such articles by the Admiralty (Sect. 38). The section applies to "naval or victualling stores intended to be carried to a port of any enemy of Her Majesty." There is an evident disposition on the part of nations to refrain from treating provisions as contraband in all cases. Kent says "the modern established rule is that provisions are not generally contraband, but may become so under circumstances arising out of the particular situation of the war or the condition of the parties engaged in it."

This, as is not unfrequently the case with abstract rules, leaves us with no very clear light for our guidance in the present war. Stores presumably intended for consumption by the Boer forces would clearly be contraband; but such supplies as the Boers were in the habit of importing in times of peace are difficult to class. The trend of international opinion appears to be against treating such supplies as contraband. There is now a merciful desire among civilised nations that the rigours of war should be confined to combatants, and that non-combatants should, as far as possible, be relieved from the calamities which attend it. This is manifest from the more lenient treatment which private property now receives at the hands of hostile forces. It is to be noticed that in the Russo-Turkish War of 1877 provisions were not treated by the Russian Government as contraband. It is to be hoped, therefore, that the Government may be able to abstain from a general declaration of food as contraband, a course that would certainly generate friction between this country and neutral Powers.—*Economist.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arnold, A. K.	Kiss, G. G.
Angier, A. G.	Lanka, J.
Ah Fong, Miss	Lambie & Dodge, J. E.
Amoy, Fanny	Lourenthal, J.
Alekseiff, M.	Linse, M. H.
Armstrong, A.	Laloubere
All, Miss	Lunie, Mrs.
Amsmocker	Lee, Lieut. C. A.
Arab, N. M.	Lewis, Miss
Arnold, E. W.	Liddon, R. K.
Aglivie, A. B.	Landershausen, A.
Anles, Dr. V.	Lambie, Mrs. J.
Armar, J.	Laute, Dr. O.
Arandes, Mr.	McGovern, P.
Baronian, Z. S.	McCoughan, E. L.
Bennet, J.	Moore, Mrs. M.
Bennemer, Mr.	Mui Yung, Mrs.
Blake, R. E.	Montilla, T.
Baring, T.	Masanor, Miss
Banibago, E. M.	Mothichundi, A. K.
Biby, Angan	Mordicai, S. R.
Ballard, Anna	Macay, A. R.
Brennes, C.	Musze, Paul
Burnett, L. C.	Maralla, C.
Brusse, G.	Marriott, H. D.
Buckley	McHenry, E. C.
Bambridge, Miss	Middleton, Miss
Bloom, Rosa	Marescause, Capt.
Berthier, T.	Menier, Mrs. K.
Bowleo, C. E.	Macrotein, A.
Barker, A. M.	Marti, R.
Bass, J. F.	Mathaldi
Brawarn	Munthe, J. W. U.
Belys, M.	Nagrata, T.
Bourdonel	Natheate, S.
Banddroff	Nomara, G.
Bridge, G. E.	Nesbet, M. A.
Bodemeya	Neubaras, Otto
Breitag, H.	Otatsu, Mrs.
Brooks, W.	Okane, Miss
Bery, H. H.	Oviedo, F.
Black, Mrs. Mountieth	Oyshi, Mrs.
Blumenfeld, L.	Oshigo
Boogowski	Okieda, Miss
Bohn, Thubbas	Oyai, Miss
Crook, Miss H. C.	Osada, Miss M.
Capps, W. L.	Ohashi, R.
Cranston, Miss E.	Odor, B.
Craig, Miss A.	O'donahue, Miss
Clifson, G.	O'Donoghue, Miss
Chinevalu, S. F.	Philippas, J.
Crook, Miss N. C.	Pijnappel, J. H.
Cutler, Miss R.	Pantuch, J.
Cameron, D. C.	Parker, Mrs. A.
Chambers, E. H.	Putman, J. K.
Crony, H.	Plot, R.
Cox, Miss M. J.	Panigeon, Mr. & Mrs. A.
Chubb, J. S.	Puthil, R. P.
Chaplin, Miss	Pracht, J.
Chambers, Capt. J.	Peoples, Rev. S. C.
Carlen, G. J.	Pans, S. M.
Clansen, F.	Perine, R. L.
Court, J. B.	Price, C. G.
Cranston	Prym, F. J.
Charles, Mrs. J.	Pears, C.
Ducat, Capt. C. M.	Pulmer, W.
Delen, Mrs. L.	Packarse, K.
David, M. W.	Robbins, Miss J. F.
Deladonespa	Richardson, Mrs. F. M.
Dauncey, C.	Richardson, Miss.
Dean, W. A.	Richerala, Miss D.
Dalton, C.	Rosenzweig, Mrs. P.
Dirke, R.	Rotenberg, C.
Davies, Capt. F.	Rawlings, R.
Devaney, M.	Ratchel, Mr.
Doak, Mr.	Rawsons, G.
Davies, Miss A.	Robinson, F.
Doey, A. H.	Remison, A.
Dalton, Chas.	Robinson, M. E.
Donahue, Miss O.	Rynock, W.
Dobberke, H. H.	Rumbold, W.
David E. C.	Roebelen, C.
Elias, A.	Reynolds, J.
Edwards, L.	Rupport, T. E.
Ferrant, Mons.	Robertson, G.
Forster, R. C. H.	Robinson, T. D. V.
Fong, Hal	Robinson, S. W. A.
Franklin, C. S. P.	Smith, Miss L.
France, A. G.	Sprague, W. N.
Frubetorfer, H.	Seldanha, D. E.
Goldshly, S.	Sung Tor Lee
Galgoczy, Josephine von	Schroder, W.
Glover, Mr.	Smith & Co., T.
Guentz	Schroder, C.
Gracia, L.	Stuart, J. C.
Galey,	Scott, W.
Ghyke, Mr. and Mrs.	Santon, J. Dor.
Gibbons, Mr. and Mrs. E. S.	Sing Pun
Genni, Mrs.	Scott C. N.
Gusten, C.	Sena, Miss C.
Green, Robert	Scott, R. A.
Goldie	Sydney, G.
Gans, S. M.	Souza, Jos de
Hesketh, S. B.	Such, H. I.
Hardouin, C.	Sawada
Hough, C. C.	Sisopya, Mrs.
Hofstadt, L.	Seifert, Mrs. R.
Hamilton, Miss E.	Silva, Adolfo
Hopkins, R. G.	Sander, M. A.
Hoony, C.	Sinott, J.
Hoffman, G. M.	Shirarco
Hutchison, G. W.	Sant, N. G. V.
Hall, J. A.	Shiarco, D.
Halertel, H.	Solar
Hamilton, Mrs.	Sageant, T.
Hamilton, Capt. E.	Thomson, R.
Hope, F. C.	Tara Singh
Hee, Ah	Tiffany, S.
Harman, G.	Tagma, H.
Hill, Rev. J. R.	Tratman, J. N.
Hall, W.	Thompson, Rev. H.
Helin, Capt. C.	Trander, F.
Halt, G. C.	Tanaka
Ingram, Miss C. G.	Thomas, G. V.
Johnson, G. C.	Thomas Sergeant
Japan Importing and Exporting Co.	Thomas, J.
Johnston, W. A. J.	Volkmann, J. T.
Jones, Dr. R. F.	Vernon, M. A.
Jackson, Miss	Warbuk, Dr. K.
Jini, Messrs.	Walker, C. H.
Johnson, Rev. H. G.	Wallace, Capt. J.
Johnston, Capt.	Woolner, H.
Knoll, Miss L.	Walton, C.
Kelly, Mrs. B.	Whitehead, W.
Kantzow	Wurth, M. C.
Kyricau	Wainstein, A.
Kemmber, D. F.	Woolfe, E.
Knight, W.	Wicke, A.
Kay, W.	Wright, W. A. B.
Kirkland, Miss	Wright, J.
King, K.	Wiesse, Dr. K.
Kondowyaye, Miss	Wadean
Kynock, W.	Watt, C. H.
	Yemada

List of Registered Covers in Poste Restante.

Antonietta, Ferraiols.	Mehta Khan.
Andrews, Mrs.	Marti, Roman
Bodemeyer, H. H.	Meyer, H. S.
Burgos & Co.	Nestiz, W. N.
Brasche	Ortega, J. T.
Bonomond, P.	Olbes, D. F.
Blake, J.	Pelley, E. Le
Baker, J.	Rusmat Ali.
Boota Singh	Ryan, B.
Brown, F. E. V.	Rieus, A.
Comm of atents	Rankin, A. W.
Catsesos, Dr. F.	Rauchverger, Miss F.
Cameron, Wm.	Reilly, S. G.
Crawford, J. R.	Raulsen, Theo.
Cox, Mrs.	Raymond
Chardich, P.	Ratta Singh
Ekman, Miss Ida	Rotchel, Mrs.
Elias, A. (2)	Reyes, Mariano
Ebram, Memon	Ralla Hakin
Eetow, E.	Stemer, C. L.
Foote, Miss E.	Silva, U. da
Forsyth, G. G. S.	Sonda, Mrs. J. (2)
Figueroa, A. F. y	Steward, C. Y. S.
Fukudas, S. (2)	Syett, Mr.
Gatjards, J.	Silva, L. J. da
Gromed Singh.	Sharbat Khan
Grand Hotel.	Smith, R. Gordon
Gordon, C. B.	Shtenberg, S.
Hooper, G. H. (4)	Schustenman, V.
Hancock, W. St. J.	Schaminsky, S. (3)
Harper, C.	Schwantaneskupart, S. C.
Hamilton, E.	Spencers, Wm.
Harboe, H.	Sennet, Freres (2)
Israil, Eisik	Steward, A. S.
Ialall Din	Stacleus, L.
Indian Address	Sunder Singh
Jackson, Sergt. C.	Smirkoff.
Jackson, T. P.	Taho, Miss. (2)
Kohn, Siegfried	Van Laer (2)
Kirkwood, J.	Weissman, B.
Louis, C. A.	Weinstein, J.
Lewis, Mrs. A. E. (2)	Williams, Mrs. J. W.
Manning, Robt.	Walter, Werner
Machado, A. E.	Woodberry, John
Mayer, A.	Yehanjee Singh.
Madar, O. M. (3)	Zonenlight, Ph.
Miller, Mr. S.	
Modigliani, Gind. (3)	

List of Registered Covers for Merchant Ships.

S.S. *Æolus* .....C. Larson.
S.S. *Æolus* .....T. Williams.
S.S. *Æolus* .....Capt. Kirkwood. (2)
S.S. *Chiankiang* .....Capt. J. Vaughan.
S.S. *Calchas* .....J. Williams.
S.S. *Diomed* .....J. Fleming (Baker). (2)
S.S. *Hsiping* .....R. Macfarlane.
S.S. *Holhao* .....S. Simonsen.
S.S. *Leosok* .....G. Menzies.
S.S. *Machew* .....Mrs. Farrell.
S.S. *Patroclus* .....D. Pritchard.
S.S. *Phranang* .....Chief Engineer.
S.S. *Pyrrhus* .....H. K. Saxelby.
S.S. *Singan* .....J. Scott.
S.S. *Sarpedon* .....J. Harris.
Man of War *Suma* .....
S.S. *Tamsui* .....P. Williams.
S.S. *Tsichiow* .....D. A. Allan.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
at his Sales Rooms, Zetland Street, No. 2,
TO-MORROW
(SATURDAY), the 17th February, 1900,
Commencing at 2.30 P.M.
A LARGE QUANTITY OF
USEFUL HOUSEHOLD FURNITURE.
Comprising—
DRAWING ROOM SUITE, EASY CHAIRS, DINING TABLES, LEATHER COVERED CHAIRS, VIENNA CHAIRS, WASHING STANDS, SIDEBOARDS, CENTRE TABLES with MARBLE, WHATNOTS, TOILET TABLES, LOOKING GLASSES, ICECHESTS, PERAMBULATOR, GO-CART, DOUBLE and SINGLE IRON BEDSTEADS, CARPETS, ELECTROPLATE, GLASSWARE, CROCKERY, CUTLERY, &c., &c., &c.

ALSO:
1 COTTAGE PIANO (New).
2 HARMONIUMS.
Several BICYCLES (New and Slightly used).
On View at the Undersigned's; Catalogues issued.

TERMS OF SALE:—As customary.

PAUL BREWITT,
Auctioneer.

Hongkong, 15th February, 1900. [214b

GOVERNMENT NOTIFICATION.
No. 35.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on
MONDAY,
the 19th day of February, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th January, 1900. [188b

Particulars of the letting by Public Auction Sale, to be held on Monday, the 19th day of February, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong-Kok-Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 976.	No. Mon-kok-tsui.	17.6	17.6	159.4	159.4	7,568	104	3,030

GOVERNMENT NOTIFICATION.
No. 37.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on
MONDAY,
the 19th day of February, 1900, at 3.15 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 3rd February, 1900. [189b

Particulars of the letting by Public Auction Sale, to be held on Monday, the 19th day of February, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 957.	Yau-ma-ti.	41.6	31.3	109.6	100.0	1,890	14	1,890

GOVERNMENT NOTIFICATION.
No. 38.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on
MONDAY,
the 19th day of February, 1900, at 3.30 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 3rd February, 1900. [190b

Particulars of the letting by Public Auction Sale, to be held on Monday, the 19th day of February, 1900, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau-ma-ti, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Rural Building Lot No. 103.	Barker Road.	56.0	42.0	49.6	49.6	2,401	14	890

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM by RUDYARD KIPLING, Music by Sir ARTHUR SULLIVAN.

Has created a furore unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,
Hongkong, Shanghai & Singapore.

Hongkong, 20th December, 1899. [1580a

Auction.

PUBLIC AUCTION.

MR. H. N. MODY has received instructions to Sell by
PUBLIC AUCTION,
at the Offices of Messrs. E. D. SASSOON & Co., Duddell Street,
on
THURSDAY, the 1st March, 1900,
at 3 o'clock, P.M.
ALL THAT VALUABLE
PEAK PROPERTY
known as "CREGGAN."

The Property contains a total Area of 75,519 square feet, and is held for the residues of two several Terms of 75 years from the 10th December, 1877, and the 10th December, 1878, respectively, and is subject to the Annual Crown Rents of $15.41 and $2.85.

For further Particulars, apply to
Messrs. DEACON & HASTINGS,
Vendors' Solicitors,
or to the
AUCTIONEER.

Hongkong, 6th February, 1900. [151b

Shipping.

STEAMERS.

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"QUEEN ELEANOR,"
will be despatched for the above Port, on MONDAY, the 19th instant.
To be followed by
The Steamship
"MORVEN,"
about the 25th February, 1900.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th February, 1900. [156b

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship
"DENBIGHSHIRE,"
H. N. Vyvyan, Commander, will be despatched for the above Ports on or about MONDAY, the 19th instant.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 10th February, 1900. [179b

"GLEN" LINE OF STEAMSHIPS.

FOR SHANGHAI.

THE Steamship
"GLENTURRET,"
Captain , will be despatched as above on TUESDAY, the 20th instant, at Noon.
For Freight, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 15th February, 1900. [213b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"STENTOR,"
Captain Jackson, will be despatched on TUESDAY, the 20th February.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th January, 1900. [51b

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship
"KASUGA MARU,"
(3,800 Tons Gross, Captain E. W. Haswell,) will be despatched for the above Port, on FRIDAY, the 23rd instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 14th February, 1900. [205b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"SARPEDON,"
Captain Grier, will be despatched on TUESDAY, the 6th March.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th January, 1900. [115b

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).
Taking Cargo at London Rates.

THE Company's Steamship
"NESTOR,"
Captain Asquith, will be despatched on WEDNESDAY, the 7th March.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th February, 1900. [181b

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship
"TEENKAI,"
D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March.
For Freight, &c., apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 2nd February, 1900 [138b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"CALCHAS,"
Captain Gregory, will be despatched as above on TUESDAY, the 20th March.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th February, 1900. [182b

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ST. REGULUS,"
will be despatched for the above Port.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 12th February, 1900. [132b

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"FORMOSA,"
Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 17th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 16th February, 1900. [212b

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 18th instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th February, 1900. [45

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship
"KWEIYANG,"
Captain Outerbridge, will be despatched as above on SUNDAY, the 18th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th February, 1900. [204b

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship
"FRZ. FERDINAND,"
Captain G. Nicolich, will leave for the above places on SUNDAY, the 18th instant, at Daylight.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 9th February, 1900. [175b

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"GUTHRIE,"
Captain Dabelle, will be despatched as above on TUESDAY, the 20th February, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th January, 1900. [126b

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
"GUTHRIE,"
Captain Dabelle, will be despatched as above on TUESDAY, the 20th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th February, 1900. [211b

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"KUMSANG,"
Captain Payne, will be despatched as above on TUESDAY, the 20th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th February, 1900. [201b

FOR RANGOON.
(Taking Cargo at through Rates to MOULMEIN, ARRACAN PORTS, COROMANDEL and MALABAR PORTS.)

THE British India S. N. Co.'s Steamship
"COMORTA,"
Captain T. A. Collins, will be despatched as above on or about the 28th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 7th February, 1900. [163b

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"CHANGSHA,"
Captain Moore, will be despatched on MONDAY, the 5th March, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st February, 1900. [141b

Shipping.

STEAMER.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).
Taking Cargo at London Rates.

THE Company's Steamship
"PYRRHUS,"
Captain Batt, will be despatched as above TO-MORROW the 17th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th February, 1900. [80b

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship
"HONGKONG MARU,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 12th February, 1900. [7

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 16th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th February, 1900. [202b

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON AND STRAITS.

THE Steamship
"GLENTURRET,"
having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 21st instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 14th February, 1900. [203b

Intimations.

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED and EMBROIDERED SCREENS, LACQUERED BOXES,
And Several Kinds of
PHOTOGRAPH FRAMES
at
MODERATE PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.

Hongkong, 18th January, 1900. [41

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE ...$160.
A special reliable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
40, QUEEN'S ROAD,
42] Watson's Building.

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.

Hongkong, 11th September, 1896. [35

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 61 & 66, Queen's Road Central. 43

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice House Road,*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East, GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898. [dd

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

BITTERN, British bark, Atkins—Siemssen & Co.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [38

NOTICE.

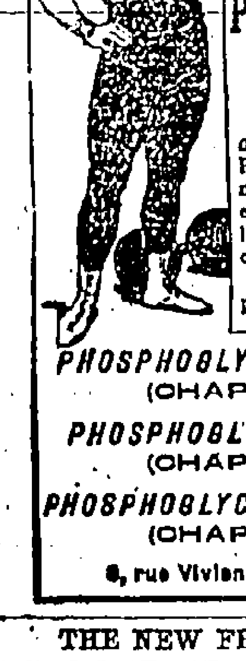
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.
"JEYES' FLUID
THE BEST DISINFECTANT
DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [37

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 11th December, 1899. [33

For Nervous Exhaustion



CHAPOTEAUT'S
Phosphoglycerate
OF LIME
The modern restoration of the nervous system.
For brainworkers, professional men, teachers, students, etc. and in debility, seminal losses, dyspepsia of nervous origin and insomnia.
It is readily assimilated and promotes digestion.
PHOSPHOGLYCERATE SYRUP
(CHAPOTEAUT)
PHOSPHOGLYCERATE WINE
(CHAPOTEAUT)
PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAUT)
8, rue Vivienne, PARIS-FRANCE

THE NEW FRENCH REMEDY.
THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [36

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.
Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [41

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply "Z," c/o This Office.
Hongkong, 18th August, 1899. [1048a

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [39

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.
Alexandroff, Mr.
Angus, Mrs. John
Bailey, Mr. E. L.
Bailey, Mr. W. S.
Barber, Mr. J. N.
Barlow, Mr. B. J.
Bartlett, Mr. J. F. N.
Biddulph, Mr. L. S.
Blackburn, Com. R.N.
Bottenheim, Mr. and Mrs. A. H.
Boyle, Mr. and Mrs. L.
Brooks, Mr. Franklin
Brooks, Mrs. F. W.
Burgdorff, Mr. T. F.
Byron, Mr. J. C.
Carter, Mr. H. B.
Church, Mr. and Mrs. W. T.
Clark, Dr. and Mrs. F.
Dawson, Comdr. and Mrs. Pudsey
Denroche, Mr. P. C.
Dishon, Mr. G. D.
Drum, Miss
Dupois, Mr. A.
Earnshaw, Mr. & Mrs. and 2 children
Fleischer, Mr.
Foriens, Mr. G.
Francis, Mr. C. E. D.
Francis, Miss
Glover, Mrs.
Goddard, Capt.
Goldie, Sir Geo.
Greenleaf, Mr. G. R.
Griffin, Major and Mrs.
Hall, Mr. R. J.
Hennage, Mr. H.
Holliday, Mr. & Mrs. Cecil
Horsey, Mr. and Mrs. H. H.
Howard, Mr. T.
Hudson, Mr. E. P.
Hudson, Mr. H. N.
Jeffreys, Major & Mrs.
Johnson, Mr. L. E.
Joseph, Mr. and Mrs. E. S.
Katsch, Mr. E. A.
King, Mr. P. S.
Kinghorn, Mr.
Lambie, Mrs. J. E., child and amah
Leggatt, Mr. E. C.
Levy, Mr. L. A.
Lutz, Mr. Emile
MacGowan, Mr. R. J.
Macmillan, Mr. A. C.
Makenson, Mr. W. S.
Mason, Mr. H. B.
Mayston, Mr. J. Y.
McDonald, Mrs.
McLeod, Mr. & Mrs. E.
Meser, Mr. T. S.
Murphy, Mr. E. O.
Myer, Mr. A. H.
Neirop, Mr. Van
Newton, Mr.
Ochlschlager, Mr. K.
O'Connell, Mr. & Mrs. J. L.
O'Neill, Mr. J. J.
Oudaille, Mr. E. H.
Parfitt, Mr. W.
Perley, Mr. H. O.
Potter, Mr. E. C.
Pow, Miss Helene
Reeves, Mr.
Richardson, Mr. G. E.
Robins, Mr. S. J.
Robinson, Mr. A. G.
Rolph, Mr. R. T.
Rondey, Mrs. L. S.
Rouget, Mr.
Ryan, R.A.M.C., Lt.-Col.
Scott, Mr. H. G.
Sharp, Mr. & Mrs. E. H.
Simmins, Mr. H.
Simpson, Mr. C.
Smith, Mr. Gordon R.
Smythe, Mr. A. J. Hamilton
Steiner, Mr. J.
Taylor, Mr. B.
Taylor, Mr. G. A.
Torrens, Mr. G.
Tour, Mr. and Mrs. E. de la
Vaughan, Mr. H. S.
Verschans, Mr. G.
Waghorn, Mr. G.
Waldow, Mr. R.
Walling, Mr. and Mrs. B. T. and child
Warfield, Mr. and Mrs.
Watney, Mrs. Claude and maid
Weeks, Mr. Geo. H.
Weeks, Mr. M. M.
Whiley, Mr. & Mrs. W.
Whiley, Miss
Whiley, Mr. W. J. G.
Whitlow, Mr. and Mrs. A. W.
Wild, Mr. and Mrs. Baghall
Wilde, Capt.
Zuniga, Mr. J. M. de

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bermdoague, Mr. Louis
Brayne, Mr. H. F. R.
Brown, Colonel
Bure, Mr. P.
Carrington, Sir John W.
Clarke, Capt. and Mrs. A. C.
Dann, Mr. G. H.
Dow, Mr. P.
Drœze, Mr. F. J. Haver
Ezekiel, Mr. J. S.
Forbes, Mr. A.
Fraser, Lt.-Col. A. R.
Gompertz, Mr. H. H.
Gorges, Colonel E. H.
Graham, Mr. D. M.
Gros, Mr. Edward F.
Hays, Mr. J.
Inchbald, Mr. Chantrey
Jacob, Mr. F. B.
John, Major G. R. St.
Kofod, Capt. K.
Lee, Mr. J. E.
Martin, Mr. R.
Mitchell, Mr. R.
Mounsey, Mr. and Mrs.
O'Gorman, Lt.-Col. The
O'Gorman, Madame
Pollock, Hon. H. E.
Prynne, Capt. H. V.
Rumsey, Comdr. R. M.
Sinclair, Mr. A.
Smith, Mrs. Albert
Smith, Mr. A. Findlay
Stokes, Mr. A. G.
Stokes, Mr. A. P.
Thomson, Mr. O. D.
Wardwell, Misses (2)
Wardwell, Miss
Wheeler, Mr. G. H.

CRAGIEBURN.

Clementi, Mr. C.
Dowler, Mrs. H. G.
Flynn, R.N. Rev. F.
Johnson, Rev. F. T.
Johnston Mr. R. F.
Libeaud, Mrs.
Miller, Mrs. M. J.
Miller, Miss Maud
Miller, Miss Carolina
Miller, Miss Julia
Penny, Miss
Rice, Mrs. Albert Smith
Rice, Miss Ellen A.
Simmonds, Mrs.
Simonds, Capt. C. B. R.A.
Snow, Lt. C. F., U.S.N.
Snow, Mrs. C. F. and daughter
Volpicelli, Consul
Volpicelli, Madame
Wright, Mrs.

EXCHANGE.

Hongkong, 16th February.

ON LONDON, Telegraphic Transfer ...1/11 5/16
" Bank Bills, on demand ...1/11⅜
" Credits, 4 months' sight 1/11 11/16
" D'ments, 4 months' sight ...1/11 15/16
ON BERLIN, (demand) ...M.2.00
ON PARIS, Bank Bills, on demand ...2.45
" Credits, 4-months' sight ...2.50
ON NEW YORK, Bank Bills, on demand ...47½
" Credits, 30 days' sight ...48½
ON BOMBAY, Telegraphic Transfer ...144½
" On demand ...145
ON SHANGHAI, Telegraphic Transfer ...72½
" Private, 30 days' sight ...73½
ON YOKOHAMA, T.T. ...4½ per cent. prem.
Sovereigns, Bank's Buying Rate ...$10.23
Gold Leaf 100 touch, per tael ...53.30
Bar Silver ...27 9/16
Dollars ...2½ per cent. prem.

The Share Market.

LATEST QUOTATIONS.

(February 16th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	333 % premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$26
Do. Founders	£ 1	$20
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$235
China Traders' Ins. Co., Ld.	$ 25	$56
North China Ins. Co., Ld.	£ 25	Tls. 180
Yangtsze Ins. Assoc. Ld.	$ 60	$117½ buyers
Canton Ins. Office, Ld.	$ 50	$130
Straits Ins. Co., Ld.	$ 20	$2
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$350
China Fire Ins. Co., Ld.	$ 20	$89½
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$29½
Indo-China Steam Navigation Co., Ld.	£ 10	$87
China & Manila S.S. Co., Ld.	$ 50	$100
Douglas Steamship Co., Ld.	$ 50	$49
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£10.10 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£10.10
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£5
Star Ferry Co., Ld.	$ 10	$19
"Shell" Transport & Trading Co., Ld.	£100	£250
Refineries.		
China Sugar Refining Co., Ld.	$100	$131
Luzon Sugar Refining Co., Ld.	$100	$47
Mining.		
Punjom Mining Co., Ld.	$ 6	$6
Punjom Mining Preference Shares	$ 1	$1.30
Société Française des Charbonnages du Tonkin	Fcs. 250	$350
Queen Mines, Ld.	25 cts.	$0.27
Jelebu Mining and Trading Co., Ld.	$ 5	$13½
Raub A'lian Gold Mining Co., Ld.	15s. 10d.	$63
Olivers Freehold Mines, Ld. A	$ 5	$5½
Olivers Freehold Mines, Ld. B	$ 4½	$4.70
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	$1
Do. (Preference)	$ 1	$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	550 % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$85 buyers
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$43½
New Amoy Dock Co., Ld.	$ 6¼	$20½
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	$ 10	$9.35
Hongkong Land Investment & Agency Co., Ld.	$ 50	$122½
Kowloon Land and Building Co.	$ 30	$26
West Point Building Co., Ld.	$ 50	$41
Hongkong Hotel Co., Ld.	$ 50	$126
Humphrey's Estate & Finance Co., Ld.	$ 10	$9½
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$38
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 60
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 67
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 72½
SoyChee Cotton Spinning Co., Ld.	Tls. 500	Tls. 375
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 54
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$28
China-Borneo Co., Ld.	$ 15	$15½
A. S. Watson & Co., Limited	$ 10	$16½
Watkins, Limited	$ 10	$10½
Hongkong Electric Co., Limited	$ 10	$11½
Hongkong Electric Co., Limited	$ 2	$2.15
Hongkong and China Gas Co., Ld.	£ 10	$135
Hongkong Rope Manufacturing Co., Ld.	$ 50	$325
Geo. Fenwick & Co., Ld.	$ 25	$50
H'kong Ice Co., Ld.	$ 25	$167
H'kong High-Level Tramways Co., Ld.	$100	$155
Dairy Farm Co., Ld.	$ 6	$6
Hongkong and China Bakery Co., Ld.	$ 50	$25
Campbell, Moore and Co., Ld.	$ 10	$16
Bell's Asbestos Eastern Agency, Ld.	£ 1	£1 nominal
United Asbestos Oriental Ag'cy, Ld.	$ 4	$4
United Asbestos Oriental Ag'cy, Ld.	$ 10	$10
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$5
Tebrau Planting Co., Ld.	$ 4	$4

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

OPIUM QUOTATIONS.

Hongkong, 16th February.

New Patna ...965 per chest.
New Benares ...1,000 "
New Malwa ...960 per picul.
Old Malwa ...970/980 "
Persian, Oily, cash ...640 "
Persian, paper tied ...860/865 "

VESSELS IN PORT.

Steamers.

AMIGO, German steamer, 771, J. Bendixen, 13th Feb.,—Hoihow 12th Feb., Rice.—Jebsen & Co.
ANCONA, British steamer, 1,888, W. H. Cartes, 9th Feb.,—Singapore 2nd Feb., General.—P. & O. S. N. Co.
ANPING, Chinese steamer, 1,158, H. Barlow, 15th Feb.,—Canton 14th Feb., General.—C. M. S. N. Co.
BELLEROPHON, British steamer, 1,346, Lyons, 13th Feb.,—Penang 3rd Feb., General.—Butterfield & Swire.
BENGAL, British steamer, 2,751, S. Barcham, 15th Feb.,—Shanghai 13th Feb., Mails and General.—P. & O. S. N. Co.
BENLAWERS, British str., 1,484, A. Webster, 15th Feb.,—Java 4th Feb., Sugar.—Gibb, Livingston & Co.
BENVORLICH, British steamer, 2,165, R. W. Thomson, 14th Feb.,—Moji 9th Feb., Coal.—Gibb, Livingston & Co.
CEREDA, British steamer, 1,603, L. Johnson, 12th Feb.,—Singapore 2nd Feb., Case Oil.—Jardine, Matheson & Co.
CHOWTAI, British steamer, 1,100, J. A. Morris, 13th Feb.,—Saigon 9th Feb., Rice.—Butterfield & Swire.
CLARA, German steamer, 675, A. Hansen, 14th Feb.,—Pakhoi and Hoihow 13th Feb., General.—Jebsen & Co.
DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec.,—Kutchinotzu 26th Dec., Coal.—Siemssen & Co.
DECIMA, German steamer, 965, Christiansen, 13th Feb.,—Saigon 7th Feb., Rice.—Sander, Wieler & Co.
DIAMANTE, British steamer, 1,225, G. T. Blaxland, 15th Feb.,—Manila 12th Feb., General.—Shewan, Tomes & Co.
E. F. FERDINAND, Austrian steamer, 3,860, Guiseppe Mironich, 15th Feb.,—Trieste 25th Dec., and Singapore 9th Feb., General.—Sander, Wieler & Co.
EMMA LUYKEN, German steamer, 1,178, C. Walles, 14th Feb.,—Hamburg 17th Dec., and Singapore 7th Feb., General.—Siemssen & Co.
FORMOSA, British steamer, 674, J. Douglas, 14th Feb.,—Tamsui 10th Feb., Amoy and Swatow 13th, General.—Douglas, Lapraik & Co.
GERMANIA, German steamer, 1,174, A. Möller, 10th Feb.,—Java 30th Jan., Sugar.—Jebsen & Co.
GLENTURRET, British steamer, 3,026, R. Webster, 14th Feb.,—London via Singapore 7th Feb., General and H.M.S. *Robin.*—McGregor Bros. & Gow.
HANOI, French steamer, 750, Pannier, 14th Feb.,—Haiphong 10th Feb., and Hoihow 13th, Rice.—A. R. Marty.
HATING, French steamer, 705, Bast, 12th Feb.,—Haiphong and Hoihow 11th Feb., General.—A. R. Marty.
HINSANG, British steamer, 1,536, M. Crockett, 11th Feb.,—Java 31st January, Sugar.—Jardine, Matheson & Co.
HONGKONG, French steamer, 739, Bastian, 27th Dec.,—Haiphong and Hoihow 26th Dec., General.—A. R. Marty.
HONGKONG MARU, Japanese steamer, 3,385, W. E. Filmer, 12th Feb.,—San Francisco 16th Jan., via Honolulu 22nd, Yokohama 4th Feb., Kobe 5th, Nagasaki 7th, and Shanghai 10th, Mails and General.—J. S. Van Buren.
KONG BENG, British steamer, 862, F. W. Joslin, 12th Feb.,—Saigon 7th Feb., Rice and Paddy.—Butterfield & Swire.
KUMSANG, British steamer, 2,078, G. Payne, 14th Feb.,—Singapore 7th Feb., General.—Jardine, Matheson & Co.
MACDUFF, British steamer, 1,882, R. Glegg, 13th Feb.,—Saigon 8th Feb., Rice.—Dodwell & Co., Ld.
MAIDZURU MARU, Japanese steamer, 667, T. Ogata, 7th Feb.,—Amoy and Swatow 6th Feb., General.—Order.
MENMUIR, British steamer, 1,980, S. J. George, 6th Dec.,—Sourabaya and Cheribon 25th Nov., Sugar.—Jardine, Matheson & Co.
PHRA NANG, British steamer, 1,029, A. S. Calder, 10th Feb.,—Bangkok 29th Jan., General.—Butterfield & Swire.
PROSPER, Norwegian steamer, 789, Thorstensen, 3rd Feb.,—Sourabaya 23rd January, Sugar.—Geo. R. Stevens & Co.
RELIEF, American transport, 3,000, Frank Harding, 13th Feb.,—Manila 10th Feb.
ROHILLA, British steamer, 2,216, S. de B. Lockyer, R.N.R., 14th Feb.,—Yokohama 7th Feb., General.—P. & O. S. N. Co.
TAI CHEONG, German steamer, 828, H. Ahrens, 13th Feb.,—Saigon 8th Feb., Rice and Rice-flour.—Meyer & Co.
VICTORIA, American steamer, 1,992, John Panton, 29th Jan.,—Manila 26th January, Ballast.—Dodwell & Co., Ld.

Sailing Vessels.

ALLERTON, British ship, 1,938, Toye, 31st Jan.,—Cardiff 8th Sept., Coal.—Admiralty.
BRODERCK CASTLE, British ship, 1,745, O. Olsen, 29th Jan.,—New York 24th Aug., Case Oil.—Standard Oil Co.
EMILY REED, American ship, 1,460, D. C. Nicklos, 1st Feb.,—Singapore 11th Dec., Petroleum.—Standard Oil Co.
ISAAC REED, American ship, 1,887, Watts, 8th Feb.,—New York 16th Aug., Kerosine Oil.—Standard Oil Co.
TRAFALGAR, British 4-masted bark, 1,616, M. S. Wright, 26th Dec.,—Hongay 15th Dec., Ballast.—Sander, Wieler & Co.
WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 16th, 1900.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Manila.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., en route Wei-hai-wei.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wrey, Hongkong.
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicœ, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Hankow.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, en route Singapore.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. G. Douglas, Shanghai.
Phœnix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Wei-hai-wei.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.
Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Hongkong.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtsze.
Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.
Presidento Sarmiento, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.
Valkyrien, Danish cruiser, 3,000 tons, Prince Valdemar, Shanghai.
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Whampoa.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Kornilloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.
Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Nagasaki.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Rozbavnik, Russian cruiser, 1,330 tons, Capt. Komaroff, at Hongkong.
Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Nagasaki.
Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp-tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 23 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux,* 1st class cruiser, 8,114 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Saigon.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, at Kwang-chow-wan.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Kwang-chau-wan.
Kersaint, 3rd class cruiser, 1,243 tons, 13 guns, 2,300 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, Kwang-chau-wan.
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, en route Tientsin.
Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Saigon.
* Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, en route Manila.
Hansa,* German cruiser, 6,400 tons, Capt. Pohl, at Singapore.
Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, Singapore.
Iltis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Hongkong.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Nagasaki.
Jaguar, German cruiser, Captain Kinderling, at Shanghai.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gullch, at Shanghai.
* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413, tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, at Hongkong.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.
Brooklyn, Flagship, U.S. cruiser, Admiral Watson, Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, Japan.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt.-Com. W. H. Everett, en route Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier, Lieut. L. A. Kaiser.
Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Comwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.
Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, Manila.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Comdr. W. T. Burwell, at Hongkong.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, Master A. M. Whitton, at Manila.

THE ITALIAN SQUADRON.

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Call, Shanghai.
Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Shanghai.
Liguria, Italian cruiser, 4,500 tons, Captain Casella, Shanghai.

Post Office.

A Mail will close:—

For Yokohama—Per *Naluna* to-morrow, the 17th instant, at 8 A.M.
For Bangkok—Per *Phranang* to-morrow, the 17th instant, at 9 A.M.
For Swatow, Amoy and Tamsui—Per *Formosa* to-morrow, the 17th instant, at 9 A.M.
For Yokohama and Kobe—Per *Franz Ferdinand* to-morrow, the 17th instant, at 10 A.M.
For Haiphong—Per *Hating* to-morrow, the 17th instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Bengal* to-morrow, the 17th inst., at 11 A.M.
For Swatow and Shanghai—Per *Choysang* to-morrow, the 17th instant, at 2 P.M.
For Amoy—Per *Bellerophon* to-morrow, the 17th instant, at 2 P.M.
For Manila—Per *Diamante* to-morrow, the 17th instant, at 3 P.M.
For Shanghai—Per *Loongmoon* to-morrow, the 17th instant, at 3 P.M.
For Swatow, Amoy and Tamsui—Per *Maidzuru Maru* to-morrow, the 17th instant, at 5 P.M.
For Swatow, Amoy, and Taiwanfoo—Per *Thales* to-morrow, the 17th instant, at 5 P.M.
For Manila, Iloilo and Cebu—Per *Kwaiyang* to-morrow, the 17th instant, at 5 P.M.
For Singapore, Penang and Calcutta—Per *Kumsang* on Tuesday, the 20th inst., at 11 A.M.
For Singapore, Penang and Bombay—Per *Bormida* on Wednesday, the 21st instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Oldenburg* on Wednesday, the 21st instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru* on Friday, the 23rd instant, at 11 A.M.
For Manila—Per *Loongsang* on Friday, the 23rd instant, at 3 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan* on Wednesday, the 14th Mar., at 11 A.M.

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